

Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report
Appendix B - Policies, Plans and Programmes
Review

May 2019

Mott MacDonald
22 Station Road
Cambridge CB1 2JD
United Kingdom

T +44 (0)1223 463500
F +44 (0)1223 461007
mottmac.com

Cambridgeshire and
Peterborough Combined
Local Authority

Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report
Appendix B - Policies, Plans and Programmes
Review

May 2019

Issue and Revision Record

Revision	Date	Originator	Checker	Approver	Description
A	07.05.19	S Robinson	N Levy	S Price J Hitchcock	Issue for Client Comment
B	16.05.19	S Robinson	N Levy	J Hitchcock	Second Issue for Comment

Document reference: 402819 | 001 | B

Information class: Standard

This document is issued for the party which commissioned it and for specific purposes connected with the above-captioned project only. It should not be relied upon by any other party or used for any other purpose.

We accept no responsibility for the consequences of this document being relied upon by any other party, or being used for any other purpose, or containing any error or omission which is due to an error or omission in data supplied to us by other parties.

This document contains confidential information and proprietary intellectual property. It should not be shown to other parties without consent from us and from the party which commissioned it.

Contents

B. Policies, Plans and Programmes Review	1
--	---

B. Policies, Plans and Programmes Review

The policies, plans and programmes review is presented in the table below and is based on the reviews undertaken for the previous LTP SEAs. Those plans with an asterisk (*) after their title are additional or updated plans that have been included for this review.

Document name	Key objectives, requirements and guidance
International and European	
EU 7 th Environmental Action Programme (EAP)*	<p>The 7th EAP will guide EU environmental policy until 2020 but also goes beyond this by setting out where it wants the Union to be by 2050. There are three key objectives identified:</p> <ul style="list-style-type: none"> • Protect, conserve and enhance the Union's natural capital • Turn the Union into a resource-efficient, green, and competitive low-carbon economy • Safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing <p>There are also four "enablers" identified which will help Europe deliver on these goals:</p> <ul style="list-style-type: none"> • Better implementation of legislation • Better information by improving the knowledge base • More and wiser investment for environment and climate policy • Full integration of environmental requirements and considerations into other policies
EU Sustainable Development Strategy (2006)	<p>The Renewed EU Sustainable Development Strategy (2006) deals in an integrated way with economic, environmental and social issues and lists the following seven key challenges:</p> <ul style="list-style-type: none"> • Climate change and clean energy • Sustainable transport • Sustainable consumption and production • Conservation and management of natural resources • Public health • Social inclusion, demography, and migration • Global poverty
EU Rural Development Policy 2014-2020*	<p>This aims to help rural areas of the EU meet the wide range of economic, environmental and social challenges of the 21st century. During the period 2014-2020 there are 118 different rural development programmes (RDPs) in the 28 Member States, with 20 single national programmes and eight Member States opting to have two or more (regional programmes). The RDPs are based upon the individual needs of the Member State territories and addressing at least four of the six common EU priorities.</p>
EU Liability Directive (2004/35/EC)	<p>This Directive is to establish a framework of environmental liability based on the 'polluter pays' principle to prevent and remedy environmental damage. It aims to ensure financial liability for certain types of harm causes to the environment by the operator who caused the harm. It covers three categories of environmental damage: damage to protected species and habitats; water damage; and land damage.</p>
EU Thematic Strategy on Air Quality (2005)	<p>The Strategy sets out interim objectives for air pollution in the EU and proposes measures for achieving them. It aims to reduce the number of premature deaths in 2020 by 140,000 compared to 2000.</p>
National Emissions Ceilings Directive (2016/2284/EU)*	<p>The Directive sets out 2020 and 2030 national emission reduction commitments for Member States for the following five air pollutants: nitrogen oxide (NO_x), non-methane volatile organic compounds (NMVOCs), sulphur dioxide (SO₂), ammonia (NH₃) and fine particulate matter (PM_{2.5}). It also introduces reporting requirements for Member States which includes annual information on emissions of pollutants.</p>
EU Biodiversity Strategy to 2020: Our life insurance, our natural capital (2011)	<p>Strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets and 20 actions to help Europe reach its goal.</p> <p>The six targets cover:</p> <ul style="list-style-type: none"> • Full implementation of EU nature legislation to protect biodiversity • Better protection for ecosystems, and more use of green infrastructure • More sustainable agriculture and forestry • Better management of fish stocks • Tighter controls on invasive alien species • A bigger EU contribution to averting global biodiversity loss <p>The strategy is in line with two commitments made by EU leaders in March 2010. The first is the 2020 headline target: 'Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting global biodiversity loss'; the second is the 2050 vision: 'By 2050, European Union biodiversity and the ecosystem services it provides – its natural capital – are protected, valued and appropriately restored for biodiversity's intrinsic value and for their essential contribution to human wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided.'</p>
Berne Convention on the Conservation of European Wildlife and Natural Habitats (1979)	<p>The aims are to conserve wild flora and fauna and their natural habitats and to promote European cooperation. Particular importance is placed on the need to protect endangered natural habitats and endangered vulnerable species, including migratory species</p>
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)	<p>The Convention aims to conserve terrestrial, aquatic, and avian migratory species throughout their range.</p>
UK Post-2010 Biodiversity Framework (2012)	<p>The purpose of the Framework is to set a broad enabling structure for action across the UK between now and 2020:</p> <ul style="list-style-type: none"> • To set out a shared vision and priorities for UK-scale activities, in a framework jointly owned by the four countries, and to which their own strategies will contribute • To identify priority work at a UK level which will be needed to help deliver the Aichi targets and the EU Biodiversity Strategy • To facilitate the aggregation and collation of information on activity and outcomes across all countries of the UK, where the four countries agree this will bring benefits compared to individual country work • To streamline governance arrangements for UK-scale activity
EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)	<p>This aims to promote the use of biofuels and other renewable fuels to replace diesel or petrol for transport purposes in each Member State in order to contribute to climate change commitments, environmentally friendly security of supply and promoting renewable sources.</p>
Johannesburg Declaration on Sustainable Development (2002)	<p>Adopted at the World Summit on Sustainable Development in 2002 and built upon earlier declarations made at previous conferences and summits. It commits nations to take a collective responsibility to build a human, equitable and caring global society cognisant of the need for human dignity for all. The Declaration also reinforces the three pillars of sustainable development: environmental, economic and social development at the local, national, regional and global level.</p>
EC Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (2007)	<p>This a set of binding legislation to ensure the EU meets its climate and energy targets for the year 2020. The targets are:</p> <ul style="list-style-type: none"> • 20% reduction in greenhouse gases (GHGs) • 20% of EU energy from renewables

Document name	Key objectives, requirements and guidance
EC Green Paper on Adaptation to Climate Change in Europe (2007)	<ul style="list-style-type: none"> ● 20% improvement in energy efficiency <p>The Green Paper on Adaptation to Climate Change looks at the climate change impacts facing Europe and the need for climate action and policy responses across the Member States. It centres around four pillars:</p> <ul style="list-style-type: none"> ● Early action in the EU ● Integrating adaptation into EU external actions ● Reducing uncertainty by expanding the knowledge base through integrated climate research ● Involving European society, business and public sector in the preparation of coordinated and comprehensive adaptation strategies
EU Climate Adaptation Strategy (2012)*	<p>The Strategy aims to make Europe more resilient to the effects of climate change by taking a coordinated approach and improving coordination between Member States. The focus covers three key objectives:</p> <ul style="list-style-type: none"> ● Promoting action by Member States ● 'Climate proofing' action at a EU level ● Better informed decision-making
UN Framework Convention on Climate Change (2008)	<p>The stated objective is to achieve stabilisation of GHG concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. The parties should protect the climate system for the benefit of present and future generations of humankind, on the basis of equity and in accordance with their common but differentiated responsibilities and respective capabilities.</p>
EC European Landscape Convention (2000)	<p>The European Landscape Convention was the first international instrument which was devoted to landscape. It aims to encourage the protection, management and planning of all landscapes, rural and urban, large and small, coastal and inland, protected or degraded. The Convention defines landscape as 'an area, as perceived by people, whose character is the result of action and interaction of natural and/or human factors'.</p>
EC Groundwater Directive (2006/118/EC)	<p>This Directive establishes a regime which sets underground water 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.</p>
Waste Framework Directive (2008/98/EC)*	<p>The Waste Directive sets out the basic concepts and definitions related to waste management such as waste, recycling and recovery. It sets out some basic waste management principles and requires waste to be managed in a way where it does not any human health or environmental harm. It requires policy and legislation to follow the waste management hierarchy and introduces the 'polluter pays principle' and the 'extended producer responsibility'.</p>
The European Convention on the Protection of Archaeological Heritage	<p>The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological sites, and educational actions to be undertaken to develop public awareness of the value of the archaeological heritage. Finally, the Convention constitutes an institutional framework for pan-European co-operation on the archaeological heritage, entailing a systematic exchange of experience and experts among the various States. The Committee responsible for monitoring the application of the Convention assumes the role of strengthening and co-ordinating archaeological heritage policies in Europe.</p>
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)	<p>The Convention recognises the way which people interact with nature, and the fundamental need to preserve the balance between the two. It defines the kind of natural and cultural sites which can be considered for World Heritage status. By signing up to the Convention, parties are pledging to conserve the World Heritage sites situated within its territory whilst also protecting national heritage. It is encouraged that parties integrate the protection of the cultural and natural heritage into regional planning programmes, set up staff and services at their sites, undertake scientific and technical conservation research and adopt measures to make the heritage a function in day to day life in the community.</p>
Health Effects of Transport-Related Air Pollution (WHO, 2005)	<p>This provides a systematic review of the literature and evaluates the health hazards associated with air pollution from transport. There is a focus on the health risks from road transport, predominately in urban and suburban, and passenger and freight transport. There are five key areas covered:</p> <ul style="list-style-type: none"> ● Factors determining emissions in the WHO European Region ● Contribution of traffic to levels of ambient air pollution in Europe ● Human exposure to transport related air pollution ● Studies on health effects of transport related air pollution ● Health risk assessment of transport related air pollution
Transport, Environment and Health (WHO, 2000)	<p>A summary of the key facts on which countries should act is provided alongside a summary of the latest scientific evidence on the impact of transport-generated air pollution, noise and accidents on behaviour and physical and mental health. The book also highlights the considerable potential health benefits from active and sustainable forms of transport, such as cycling and walking.</p>
Collaboration Between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)	<p>The aim of the publication is to encourage and inspire policy makers and practitioners to collaborate in order to achieve the uptake of healthier and more sustainable forms of transport. It recognises that collaboration is essential to achieve positive changes to transport norms and patterns. It presents a series of case studies to show where collaboration between transport and health has promoted physical activity as well as to facilitate the sharing of experiences and to provide stronger evidence of the effectiveness of interventions that promote physical activity in the context of daily life.</p>
EC Directive on Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)	<p>The main aim of this Directive, known as the Habitats Directive, is to promote the maintenance of biodiversity, taking account of economic, social, cultural, and regional requirements. While the Directive contributes to the general objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare and characteristic habitat types are also targeted for conservation in their own right. The Directive provides for a ban on the downgrading of breeding and resting places for certain strictly protected animal species. Exceptions to the strict protection rules can be granted under very specific conditions. The Habitats Directive also establishes the EU wide Natura 2000 ecological network of protected areas. For these areas it provides a high level of safeguards against potentially damaging developments. Together with the Birds Directive, the Habitats Directive forms the backbone of EU nature protection legislation.</p>
EC Noise Directive (2002/49/EC)	<p>This Directive is the main EU instrument to identify noise pollution levels and to trigger the necessary actions required at Member State and EU level. The Directive focuses on three action areas to pursue its stated aims: the determination of exposure to environmental noise; ensuring that information on environmental noise and its effects is made available to the public; and preventing and reducing environmental noise where necessary and preserving environmental noise quality where it is good. It applies to noise which humans are exposed to but does not include noise that is caused by the exposed person himself, noise from domestic activities, noise created by neighbours, noise at work places or noise inside means of transport or due to military activities in military areas. Noise maps and noise management action plans are required to be published every five years by Member States for: agglomerations with more than 100,000 inhabitants; major roads (more than 3 million vehicles per year); major railways (more than 30,000 trains per year); and major airports (more than 50,000 movements per year).</p>
EC Conservation of Wild Birds Directive (2009/147/EC)	<p>Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (this is the codified version of Directive 79/409/EEC as amended). This Directive ensures far-reaching protection for all of Europe's wild birds, identifying 194 species and sub-species among them as particularly threatened and in need of special conservation measures. There are a number of components to this scheme:</p> <ul style="list-style-type: none"> ● Member States are required to designate Special Protection Areas (SPAs) for 194 particularly threatened species and all migratory bird species. SPAs are scientifically identified areas critical for the survival of the targeted species, such as wetlands. They are part of the Natura 2000 ecological network set up under the Habitats Directive 92/43/EEC. ● A second component bans activity that directly threatens birds, such as the deliberate killing or capture of birds, the destruction of their nests and taking of their eggs, and associated activities such as trading in live or dead birds (with a few exceptions). ● A third component establishes rules that limit the number of bird species that can be hunted (82 species and subspecies) and the periods during which they can be hunted. It also defines hunting methods which are permitted (e.g. non-selective hunting is banned).
EC Ambient Air Quality Directive (2008/50/EC)*	<p>This aims to improve air quality in order to protect human health. The new Directive merged all previous legislation into a single Directive with no change to existing air quality objectives. It sets legally binding limits for concentrations of air pollutants that impact public health including particulate matter (PM₁₀ and PM_{2.5}) and nitrogen dioxide (NO₂). Member States are required to produce air quality plans for zones where target or limit values are exceeded and must take necessary actions to ensure that levels are attained.</p>

Document name	Key objectives, requirements and guidance
EC Directive on the Assessment of the Effects of Certain Public and Private Projects on the Environment (2014/52/EU)*	This sets out the requirements of an environmental impact assessment (EIA) for public and private projects. This Directive is an amendment to Directive 2011/92/EU and aims to strengthen the quality of the EIA process. It also includes mention of climate change in relation to the impacts of the project on climate change and the vulnerability of the project to climate change as aspects to explicitly consider as part of the EIA.
Convention on Biological Diversity, Rio de Janeiro (1992)	The Convention on Biological Diversity was signed by 150 government leaders at the 1991 Rio Earth Summit and is dedicated to promoting sustainable development. It considers biodiversity as more than plants, animals and micro-organisms but is about people and our need for services such as food security, medicines, fresh air and water. The Convention has three main objectives: biodiversity conservation; the sustainable use of the components of biological diversity; and the fair and equitable sharing of the benefits arising from the utilisation of genetic resources.
EC Water Framework Directive (2000/60/EC)	<p>The WFD has the following key aims:</p> <ul style="list-style-type: none"> • Expanding the scope of water protection to all waters, surface waters and groundwater • Achieving 'good status' for all waters by a set deadline • Water management based on river basins • 'Combined approach' of emission limit values and quality standards • Getting the prices right • Getting the citizen involved more closely • Streamlining legislation <p>There are a number of objectives in respect of which the quality of water is protected. The key ones at European level are general protection of the aquatic ecology, specific protection of unique and valuable habitats, protection of drinking water resources, and protection of bathing water. Member States must aim to reach good chemical and ecological status in inland and coastal waters by 2015.</p>
Kyoto Protocol to the UN Framework Convention on Climate Change	The Kyoto Protocol was adopted in 1997 and ratified in 2005. It commits its parties to limit climate change by setting internationally binding targets for emission reductions. Covering the six main GHGs, it required the UK to reduce emissions by 12.5% in the first commitment period (2008-2012). This was successfully achieved, and a second commitment period has been agreed whereby EU countries will aim to achieve a joint 20% reduction compared to 1990 levels.
European Transport Policy for 2010: A Time to Decide (EC, 2001)	The aim of this Policy was to break the link between economic and traffic growth whilst combatting the unequal growth of different transport modes by putting forward a package of 60 measures. It also aimed to stabilise the shares of traffic accounted for by rail, inland navigation and short sea shipping at 1998 levels. This goal would be achieved by means of measures to revive rail transport, to promote sea and inland waterway transport, and to foster the interlinking of all modes of transport.
Keep Europe moving – Sustainable mobility for our continent (EC, 2008)	This was a mid-term appraisal to the European Transport Policy for 2010 and identified that the proposals set out were not comprehensive enough to achieve the set objectives. The following new instruments were introduced: <ul style="list-style-type: none"> • Action plans for goods transport logistics, for the deployment of intelligent transport systems in Europe and for urban mobility; • Naiades and Naiades II, an integrated European action programme for inland waterway transport; and • Strategic goals and recommendations for the EU's maritime transport policy up to 2018.
Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system (EC, 2011)*	This covers the future of transport to 2050 and aims to create a competitive transport system which will increase mobility, remove major barriers in key areas and fuel growth and employment. It also has proposals which aim to reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. The key goals for 2050 include: <ul style="list-style-type: none"> • No more conventionally-fuelled cars in cities. • 40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions. • 50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport. <p>All of which will contribute to a 60% cut in transport emissions by the middle of the century</p>
A European Strategy for Low-Emission Mobility (EC, 2016)*	The Strategy proposes measures to increase the decarbonisation of European transport. It aims at achieving the zero-emission target, as set out in the 2011 Roadmap to a Single European Transport Area, with a view to contributing to achieving the COP 21 Paris Agreement goals.
Freight Logistics - The Key to Sustainable Mobility (EU, 2006)	The 2001 Transport Policy for 2010 recognises the role that logistics play a key role in ensuring sustainable mobility and contributing to objectives such as a cleaner environment and security of supply amongst others.
The Urban Waste Water Directive (91/271/EC)	The Directive aims to protect the environment from adverse effects which could occur from waste water discharges. It puts in place a requirement for the collection, treatment and discharge of domestic waste water, mixture of waste water and waste water from certain industrial sectors. This includes the collection and treatment of waste water in all agglomerations of >2000 population equivalents (p.e.); Secondary treatment of all discharges from agglomerations of > 2000 p.e., and more advanced treatment for agglomerations >10 000 population equivalents in designated sensitive areas and their catchments; A requirement for pre-authorisation of all discharges of urban wastewater, of discharges from the food-processing industry and of industrial discharges into urban wastewater collection systems; Monitoring of the performance of treatment plants and receiving waters; and Controls of sewage sludge disposal and re-use, and treated waste water reuse whenever it is appropriate.
Directives in relation to Road Vehicles (98/70/EC and 2005/55/EC)	Enforces European standards on emissions levels for particulates and Nitrous oxides from light and heavy-duty road vehicles.
Ramsar Convention (1971)	Provides a framework for the conservation and wide use of all wetlands and their resources. The three pillars to the Convention are as follows: <ul style="list-style-type: none"> • Wise use of all wetlands through national plans, policies and legislation, management actions and public education • Designation of suitable wetlands for the Wetland of International Importance (the 'Ramsar list') and ensure their effective management • Cooperate internationally on transboundary wetlands, shared wetland systems, shared species, and development projects that may affect wetlands
Environmental Noise Guidelines for the European Region (WHO, 2018)*	These guidelines have been based on a growing understanding of the impacts of environmental noise on human health. It provides recommendations for reducing human exposure to environmental noise which arise from a variety of sources including road, rail and air traffic. They provide robust public health advice underpinned by evidence, which is essential to drive policy action that will protect communities from the adverse effects of noise.
Floods Directive (2007/60/EC)*	The Floods Directive 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.
Urban Green Spaces and Health, WHO (2016)*	The report presents evidence in relation to the benefits of urban green spaces which includes improved mental health, reduced cardiovascular morbidity and mortality, obesity and risk of type 2 diabetes as well as improved pregnancy outcomes. It highlights that through psychological relaxation and stress alleviation, increase physical activity, reduced exposure to air and noise pollution and excess heat are contributing factors to the identified health benefits as a result of urban greenspaces.
Health co-benefits of climate change mitigation – transport sector, WHO (2011)*	The document highlights the co-benefits for health and transport related mitigation. It recognises the powerful impact transport has on health and that well designed transport policies and infrastructure investments can lead to far reaching reducing in traffic related health risks from air and noise pollution as well as injury. It also recognises the benefits of active travel for physical and mental health and wellbeing.

Document name	Key objectives, requirements and guidance
National	
Climate Change Act 2008	The Act sets out a legal framework to commit the Government to tackling climate change. It requires that GHG emissions are reduced by 80% by 2050 on a 1990 baseline and also sets out binding carbon budgets. Climate change adaptation is also covered in the Act as it provides a legal framework for adaptation policy.
Traffic Management Act 2004	This makes provisions for and in connection with the designation of traffic officers and their duties to allow for the management and regulation of road networks. It gives powers to reduce traffic congestion in towns and cities. The Act is split into seven sections which covers: traffic officers; network management by local traffic authorities; permit schemes; street works; highways and roads; civil enforcement of traffic contraventions; and miscellaneous and general.
Local Transport Act 2008	The Local Transport Act aims to reduce road congestion and improve the quality of local bus services. It includes provisions for effective collaboration between local transport authorities and bus operators with the aim to improve the accessibility and quality of bus services in order to meet the needs of local people. Key areas include: <ul style="list-style-type: none"> • Enabling local authorities to build on measures set out in the Department for Transport's 'Putting Passengers First' (2006) to improve the quality of bus services • Reforming arrangement for local transport governance in the major conurbations • Reform existing legislation in relation to road pricing schemes
Road Safety Act 2006	The provisions contained within the Act are to improve road safety and help to achieve a reduction in casualties from road traffic accidents. It creates an office of causing death by careless or inconsiderate driving.
The Environmental Noise (England) (as amended) Regulations 2006	Transposes the EC Noise Directive (2002/49/EC) into UK law and requires the Secretary of State to identify and publish details of noise sources. The competent authority must then produce strategic noise maps and action plans to deal with these noise problems.
Air Quality (England) Regulations 2000 (as amended) and Air Quality (Standards) Regulations 2010	Transposes Directive 2008/50/EC into UK law and set national air quality objectives for local authorities in England.
The Conservation of Habitats and Species Regulations 2017	The Conservation of Habitats and Species Regulations 2017 consolidates the 2010 Regulations with subsequent amendments and transposes The Habitats Directive (92/43/EEC) into UK law. The Regulations also transpose parts of the Conservation of Wild Birds Directive in England and Wales. They 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.
Natural Environment and Rural Communities Act 2006	The Act requires local authorities to conserve biodiversity and places a responsibility on them to produce biodiversity lists of important species and habitats for the purpose of conserving biodiversity.
The Countryside and Rights of Way (CROW) Act 2000	The Act was introduced in 2000 with the intention to give greater freedom for people to explore open countryside and contains provisions to introduce a new statutory right of access for open-air recreation to mountain, moor, heath, down and registered common land. It also includes a power to extend the right to coastal land by order and enables landowners voluntarily to dedicate irrevocably any land to public access.
The Wildlife and Countryside Act 1981 (as amended)	The Wildlife and Countryside Act is the main Act which protects animals, plants and habitats in the UK. It implements the Bern Convention and the Birds Directive and contains details of European and national designated sites, protection for designated species.
Planning (Listed Buildings and Conservation Areas) Act 1990	An Act of Parliament that altered the laws on granting of planning permission for building works, notably including those of the listed building system in England and Wales
The Ancient Monuments and Archaeological Areas Act 1979	This Act is concerned with the provisioning, investigation, recording and the preservation and protection of archaeological sites and ancient monuments.
National Heritage Act 1980 (as amended)	This Act aims to protect and manage UK's natural heritage assets. It has been amended four time from 1980 to 2002.
Flood Risk Regulations 2009	Transposes the Floods Directive (2007/60/EC) into UK law and outlines the requirements for producing flood risk assessment, flood hazards maps and flood risk maps and management places. The Regulations also sets out the duty of cooperation between the Environment Agency and Lead Local Flood Authority.
National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2018)*	The NPPF which revised for the first time since 2012 and a new version published in 2018. It sets out a framework within which locally prepared plans for developments can be produced. Achieving sustainable development is a key part of the NPPF which means that the planning system has economic, social and environmental objectives. At the heart of the framework is a presumption in favour of sustainable development which plans and decisions should apply. It is made up of 12 principles, all with the aim of achieving sustainable development: Delivering a sufficient supply of homes; Building a strong, competitive economy; Ensuring the vitality of town centres; Promoting healthy and safe communities; Promoting sustainable transport; Supporting high quality communications; Making effective use of land; Achieving well-designed places; Protecting Green Belt land; Meeting the challenges of climate change, flooding and coastal change; Conserving and enhancing the natural environment; Conserving and enhancing the historic environment; and Facilitating the sustainable use of minerals
National Planning Practice Guidance (2018)*	This brings together planning guidance on the various topics of the NPPF. It is currently being updated to reflect the changes of the NPPF which was published in July 2018.
The Strategic Road Network and the Delivery of Sustainable Development (Circular 02/2013)	This explains how the Highways Agency (Highways England) will engage with the planning system. It also gives details on how Highways Agency will fulfill its remit to be a delivery partner for sustainable economic growth whilst maintaining, managing and operating a safe and efficient strategic road network.
National Air Quality Strategy (2007)	The Air Quality Strategy for England, Wales, Northern Ireland and Scotland sets out air quality objectives and policy options to further improve air quality in the UK from today into the long term. As well as direct benefits to public health, these options are intended to provide important benefits to quality of life and help to protect our environment.
Draft Clear Air Strategy (DEFRA, 2018)*	The Strategy outlines the Government's commitment to reduce air pollution, making the air healthier for humans, protecting nature and boosting the economy. It sets out a range of actions for achieving these objectives and highlights the importance of cooperation between the devolved powers in the UK as air pollution does not respect national boundaries. The Strategy sits alongside the Industrial Strategy, the Clean Growth Strategy and the 25 Year Environment Plan.
A Green Future: Our 25 Year Plan to Improve the Environment (2018)*	The 25 Year Plan sets out the Governments actions for improving the health of the natural environment. It includes six actions in order achieve clean air, plentiful and clean water, thriving plants and wildlife, reduced harm from environmental hazards, sustainable resource use and enhanced beauty, heritage and engagement with the natural environment: <ul style="list-style-type: none"> • Using and managing land sustainably • Recovering nature and enhancing the beauty of landscapes • Connecting people with the environment to improve health and wellbeing • Increasing resource efficiency, reducing pollution and waste • Securing clean, productive and biologically diverse seas and oceans • Protecting and improving the global environment
The Clean Growth Strategy (2017)*	The Strategy aims to increase economic growth in the UK whilst cutting carbon emissions and will ensure the UK is positioned to seize the opportunity of clean industrial growth. The Strategy covers five sectors which includes accelerating the shift to low carbon transport which includes an ambition to have a modern, clean and affordable transport system.

Document name	Key objectives, requirements and guidance
Industrial Strategy (2017)*	<p>The Industrial Strategy sets out a long-term framework in which major private and public framework investment decisions can be made. It aims to strengthen the five foundations of productivity which are identified as ideas, people, infrastructure, business environment and places. Key transport related policies outlined in the strategy include:</p> <ul style="list-style-type: none"> • Increase the National Productivity Investment Fund to £31bn, supporting investments in transport, housing and digital infrastructure. • Create a new Transforming Cities fund that will provide £1.7bn for intra-city transport. This will fund projects that drive productivity by improving connections within city regions. <p>The Strategy identifies future mobility as a key challenge and outlines four early priorities:</p> <ul style="list-style-type: none"> • Establish a flexible regulatory framework to encourage new modes of transport and new business models • Seize the opportunities and address the challenges of moving from hydrocarbon to zero emission vehicles • Prepare for a future of new mobility services, increased autonomy, journey sharing and a blurring of the distinctions between private and public transport • Explore ways to use data to accelerate development of new mobility services and enable the more effective operation of our transport system
The UK Post-2010 Biodiversity Framework (2012)*	<p>The UK Post-2010 Biodiversity Framework succeeds the UK BAP, covering the period 2011 to 2020. It aims to identify the activities needed to galvanise and complement country strategies, in pursuit of the Aichi targets. It sets out a 2050 vision where biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all people.</p>
Securing the Future – Delivering the UK Sustainable Development Strategy (2005)	<p>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.’</p> <p>Guiding principles:</p> <ul style="list-style-type: none"> • Living within environmental limits • Ensuring a strong, healthy, and just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly <p>UK priorities for immediate action:</p> <ul style="list-style-type: none"> • Sustainable consumption and production • Climate change and energy • Natural resource protection and environmental enhancement • Sustainable communities
Guidance on Local Transport Plans, DfT (2009)	<p>Statutory Guidance to support local transport authorities in producing Local Transport Plans.</p>
Water for Life, DEFRA (2008)	<p>This White Paper outlines DEFRA’s vision for future water management where the water sector is resilient, water companies are efficient, and customer focussed, and where water is considered and valued as a precious resource. It recognises that everyone has a part to play and a collaborative effort is required to achieve their vision.</p>
Biodiversity 2020: A strategy for England’s wildlife and ecosystem services, DEFRA (2011)	<p>Sets out how international and EU biodiversity commitments are being implemented and sets the strategic direction for biodiversity policy in England and Wales to 2020.</p>
The Natural Choice: Securing the Value of Nature, DEFRA (2011)	<p>DEFRA’s White Paper outlines the Government’s vision for the natural environment for the next 50 years.</p>
The Invasive Non-native Species Framework Strategy, DEFRA (2008)	<p>The Strategy sets out a high-level framework and details the actions required to address the problems associated with invasive non-native species. A broad and strong partnership approach is envisioned to take the Strategy forward.</p>
Towards a Sustainable Transport System Supporting Economic Growth in a Low Carbon World (2007)	<p>This document has three aims:</p> <ul style="list-style-type: none"> • Describe how the Government is responding to the recommendations made in the Eddington study to improve transport’s contribution to economic growth and productivity, and how it is ensuring that transport will play its part in delivering the overall level of reductions in carbon emissions recommended by the Stern Review of the Economics of Climate Change • Set out the DfT’s ambitious policy and investment plans for the period to 2013-14 • Proposes a new approach to longer term transport strategy, building on the model recommended by Sir Rod Eddington, and explains how we will engage with passengers, users, the transport industry and other stakeholders as we develop and implement that process
UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations, DfT (2017)*	<p>This recognises tackling nitrogen dioxide (NO₂) concentrations around roads as the most immediate air quality challenge. It sets out the plan for bringing NO₂ air pollution within statutory limited within the shortest possible time.</p>
Department for Transport (DfT) Single Departmental Plan (2018)*	<p>It sets out the DfT’s strategic objectives to 2020 and outlines how they plan on achieving them. The overall aim is to create a safe, secure, efficient and reliable transport system that works for the people who depend on it; supporting a strong, productive economy and the jobs and homes people need. They include objectives to ensure that sustainability underpins future transport investment, including new technologies to reduce emissions, and to increase the number of walking and cycling journeys.</p>
The Road to Zero, DfT (2018)*	<p>The Road to Zero Strategy sets out plans for an expansion of green infrastructure across the UK, reduce emissions of vehicles already on the road and drive the uptake of new zero emissions cars and vans. It includes an ambition for at least 50%, and as many as 70%, of new car sales to be ultra-low emission by 2030 alongside 40% of new vans.</p>
Connecting people: a strategic vision for rail, DfT (2017)*	<p>The Strategy sets out the vision for the UK rail sector to 2030 and beyond. It aims to create a more reliable railway, expand the network, provide a better deal for passengers and be a productive and innovative sector. The Strategy outlines the expectation that rail will be innovating to improve emissions performance whilst reducing exposure of passengers and workers to emissions.</p>
National Adaptation Programme (NAP) 2018 to 2020 (2018)*	<p>This is the second NAP in response to the second Climate Change Risk Assessment (CCRA) and outlines the actions the government will take to address the risk associated with climate change. The updated NAP includes the same goal as the NAP published in 2013: “A society which makes timely, far-sighted and well-informed decisions to address the risks and opportunities posed by a changing climate”. It sets out the climate change risks and required actions across the following key sectors:</p> <ul style="list-style-type: none"> • Natural environment • Infrastructure • People and the built environment • Business and industry • Local government

Document name	Key objectives, requirements and guidance
Waste Management Plan for England, DEFRA (2013)*	Provides an outline of the situation on waste generation in England and how those materials are managed. The aim of the document is to bring waste policies under one national plan.
Protection of Badgers Act 1992	Sets out the provisions for the protection of badgers and their setts under UK law.
Climate Change Impacts and Adaptation, Environment Agency (2018)*	Evidence-based report which summarises the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change.
Surface Water Management: An Action Plan, DEFRA (2018)*	This action plan recognises that surface water management is a shared problem and aims to clarify the risks and responsibilities of surface water. This should help bring about more effective management. Improving risk assessment and communication, and strengthening delivery, are the two key strands included within the action plan.
Future Water: Water Strategy for England (2008)	Sets out the Government's plans for water in the future and the practical steps that we will take to ensure that good clean water is available for people, businesses and nature. It looks ahead to 2030 and describes the water supply system we want to see then and how to get there.
The Heritage Statement (2017)*	The Statement outlines the Government's direction and priorities for England's heritage assets in the coming years. It builds upon the commitments made in the Culture White Paper (2016) and the Industrial Strategy (2017). Structured around four key areas, it presents information on how the Government can help support and develop the heritage sector: <ul style="list-style-type: none"> • Our heritage creates great places • Our heritage is for everyone • Our heritage is international • Creating a sustainable and resilient heritage sector
Clean Neighbourhoods and Environment Act 2005	Sets out provisions for local authorities to have effective power to tackle poor environmental quality and anti-social behaviour. The Act has sections which cover the following issues: nuisance and abandoned vehicles, litter, graffiti, waste, noise and dogs.
Working Together to Build a Safer Road System: British Road Safety Statement, DfT (2015)*	The Road Safety Statement set out to improve safety on the UK's roads and reduce the number of people injured or killed every year. It outlined the following priorities for improving road user safety: <ul style="list-style-type: none"> • Safer learning and road behaviours • Better testing and licensing • Increased road user awareness • Safer vehicles and equipment • Fairer and more responsive insurance • More intelligent and effective enforcement
Road Safety Statement: Progress Report, DfT (2018)*	The document reports the progress made on the short-term actions of the Working Together to Build a Safer Road System: British Road Safety Statement which was published by DfT in 2015. The DfT is committed to continuing delivering the programme of activity set out in 2015.
The Inclusive Transport Strategy: Achieving equal access for disabled people, DfT (2018)*	The Strategy sets out plans to make the UK's transport system more inclusive and accessible for disabled people as well as older people. Although the Strategy is focussed on disabled people, the outcomes will also benefit other travellers. Their vision is for disabled people to have the same access to transport as everyone else. They will travel confidently, easily and without extra cost. By 2030 we envisage equal access for disabled people using the transport system, with assistance if physical infrastructure remains a barrier ⁴
Cycling and Walking Strategy, DfT (2017)*	The UK Government has an ambition to make cycling and walking the natural choices for shorter journeys, or part of a longer journey. The Strategy sets out their ambitions, the financial resources for supporting these ambitions, and the actions required to achieve the objectives.
Building Sustainable Transport into New Developments (DfT, 2008)	Part of the Government's advice on transport within Eco-towns and New Growth Points, this document sets out advice on how to effectively and sustainably build transport systems into new developments. It outlines the planning and design process, a suite of sustainable transport options before looking at funding, implementation and monitoring.
Road Traffic Reduction Act 1997	The Act sets out to reduce traffic and requires local authorities to prepare reports relating to the levels of road traffic in their area.
Road Traffic Reduction (National Targets) Act 1998	This makes further provisions to the Road Traffic Reduction Act 1997 for road traffic reduction targets.
Noise Action Plans (DEFRA)	The Noise Action Plans provide a framework for managing environmental noise and its effects for the following areas: <ul style="list-style-type: none"> • Agglomerations (large urban areas) • Roads (including major roads) • Railways (including major railways)
Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010)*	This White Paper outlines sets out how the Government intend to tackle public health challenge, putting local communities at the heart of the public health. It also sets out the commitment to: <ul style="list-style-type: none"> • Protect the population for serious health risks • Helping people live longer, healthier and more fulfilling lives • Improving the health of the poorest, fastest
Automated and Electric Vehicles Act 2018*	Part 1 of the Act sets out the broad parameters of how automated vehicles (AVs), or self-driving cars, involved in accidents, will be treated for insurance purposes. The measures in the Act are intended to help deliver the aim in the Conservative Manifesto commitment for almost every car and van to be a zero emission vehicle by 2050. Taken together, the powers would allow Government to regulate if necessary in the coming years, to improve the consumer experience of electric vehicle charging infrastructure, to ensure provision at key strategic locations like Motorway Service Areas (MSAs), and to require that charge points have 'smart' capability.
Natural Capital Committee's Sixth Report (2019)*	The annual report sets out the work undertaken by the committee since March 2018. It covers the progress of the Government in implementing the 25 Year Environmental Plan, progress on the ten goals included within the Plan and embedding the natural capital approach. The Report makes headline recommendations which cover the Draft Environmental Bill as well as recommendations to Defra, Treasury and other Economic Departments. The key recommendation is that the 25 Year Plan is placed on a meaningful statutory basis in the forthcoming Environmental Bill.
Health Impacts of All Pollution, Chief Medical Officer (2017)*	The report highlights the threat which pollution, particularly air pollution, poses to human health. Its purpose is to bring political, policy and health system attention to pollution as a threat to the public's health, both at acute exposure but also at lower-level, longer-term exposure. The report makes a series of recommendations in relation to: changing how we think about pollution; acting where we can; gathering data where we cannot act with certainty; and changing the ways we work and do research. The chapters cover a range of issues including, but not limited to: <ul style="list-style-type: none"> • Pollution from the health and care system; • Pollution and inequality

Document name	Key objectives, requirements and guidance
	<ul style="list-style-type: none"> • Environmental health – response to pollution • Measurement and communication of health risks from pollution
Green space access, green space use, physical activity and overweight, Natural England (2011)*	The document presents two studies which explore the link between the perceived and objectives measured access to green space, frequency of green space use, physical activity levels, and the probability of being overweight or obese. The study highlighted that good access to greenspace is associated with higher use and higher physical activities and reduced likelihood of being overweight.
Health matters: getting every adult active every day, Public Health England (2016)*	The publication sets out how to achieve increased physical activity across the nation. It recognises the benefits physical activity has on physical and mental health and wellbeing of individuals, families, communities. It also makes recommendations for physical activity and explores physical activity and health inequalities.
Health matters: air pollution, Public Health England (2018)*	The publication recognises that poor air quality poses the most significant environmental risk to public health in the UK. It identifies that long-term exposure to pollutants can lead to chronic conditions such as cardiovascular and respiratory diseases as well as lung cancer, and reduced life expectancy. It looks at the scale of the programme and suggests that everyone from local government to the public and health organisation have a role to play.
Regional and Local	
River Nene Catchment Flood Management Plan (CFMP), Environment Agency (2009)	CFMPs gives an overview of the flood risk across the river catchment and recommended ways of managing the risk now and over the next 50 to 100 years. There are four policy areas of the River Nene CFMP which fall into the CPCA LTP study area, these are: The Fens, Peterborough and the Nene Washes, Upper and Middle Nene Catchment and River Nene (Oundle to Water Newton). The following policies apply to these units: <ul style="list-style-type: none"> • Policy 2 – Applied to areas of low to moderate flood risk where existing flood risk management actions can be reduced • Policy 3 – Applied areas with low to moderate flood risk where existing flood risk is generally managed effectively • Policy 4 – Applied to areas of low, moderate or high flood risk where flood risk is already being managed effectively but where further actions may be required to keep pace with climate change
River Welland CFMP, Environment Agency (2009)	Four policy areas of the River Welland CFMP apply to the CPCA LTP study area and are as follows: Fenland, Upper Tributaries, Peterborough and Welland and Glen. The following policies apply to these units: <ul style="list-style-type: none"> • Policy 2 – Applied to areas of low to moderate flood risk where existing flood risk management actions can be reduced • Policy 4 – Applied to areas of low, moderate or high flood risk where flood risk is already being managed effectively but where further actions may be required to keep pace with climate change
Great Ouse CFMP, Environment Agency (2011)	Six policy areas of the Great Out CFMP apply to the CPCA LTP study area and are as follows: The Fens, Bedford Ouse Rural and Eastern Rivers, Cambridge, St Ives, Huntingdon, Great Ouse River Corridor. The following policies apply to these units: <ul style="list-style-type: none"> • Policy 2 – Applied to areas of low to moderate flood risk where existing flood risk management actions can be reduced • Policy 3 – Applied areas with low to moderate flood risk where existing flood risk is generally managed effectively • Policy 4 – Applied to areas of low, moderate or high flood risk where flood risk is already being managed effectively but where further actions may be required to keep pace with climate change • Policy 5 – Applied to areas of moderate to high flood risk where further action can generally be taken to reduce flood risk • Policy 6 – Applied to areas of low to moderate flood risk where action will be taken with others to store water or manage run-off in locations that provide overall flood risk reduction or environmental benefits
Anglian River Basin Management Plan (RBMP), Environment Agency (2015)	The purpose of a RBMP is to provide a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resources are closely linked, it also informs decisions on land-use planning. It sets out the: <ul style="list-style-type: none"> • Current state of the water environment • Pressures affecting the water environment • Environmental objectives for protecting and improving the waters • Programme of measures, actions needed to achieve the objectives • Progress since the 2009 Plan
Cambridgeshire and Peterborough Habitat Action Plans (as updated 2009)	Provides details of those habitats and species listed on the UK BAP that are found in Peterborough and Cambridgeshire and local species of conservation value.
Investing in the East of England's natural assets, state value and vision (2009)	Sets out evidence about the East of England's natural environment and the investment priorities for the area.
Woodland for Life - Regional Woodland Strategy for the East of England (2003)	The Strategy sets out an approach over the next 20 years in response to the issues and opportunities that face the East of England's trees and woodlands, reflecting national policies and objectives, but focusing on regional needs and aspirations.
Peterborough's Sustainable Community Strategy 2008-21	Sets out measures to substantially improve the quality of life of the people of Peterborough and to raise the profile and reputation of the city. It will guide the work of all the partners in Peterborough – public, private, voluntary and community.
Peterborough's Green Grid Strategy (2007)	The Green Grid Strategy is a strategic framework and action plan for improving the quality, quantity and connectivity of greenspace in the Greater Peterborough area.
Peterborough Biodiversity Strategy (2018)*	Sets out the strategy for biodiversity in Peterborough with a vision to create an ecological network across the area which is rich in wildlife, provides connectivity of valuable habitats between high quality greenspace areas. The objectives included in the Strategy cover four areas: <ul style="list-style-type: none"> • Promoting biodiversity in planning • Showing regard for biodiversity on public authority managed land and buildings • Protected sites and areas • Green infrastructure
Peterborough Tree and Woodland Strategy (2018)*	Provides a process and guidelines in which the city council will not only discharge its statutory functions in relation to Trees and Woodland, but also its guidelines, or 'service standards', in respect of this important resource. It builds upon the previous Strategy published in 2012.
Cambridgeshire and Peterborough Minerals and Waste Development Plan Document (DPD) (2011)	Sets out PCCs strategic vision and objectives for future development and management of minerals and waste within Cambridgeshire and Peterborough. The document also contains a suite of development control policies to guide minerals and waste development.
Preliminary Draft Cambridgeshire and Peterborough Minerals and Waste Local Plan (2018)*	The CPCA current Core Strategy DPD and Site-Specific Proposals DPD are being reviewed and merged to form a single joint Minerals and Waste Local (MWLP). A final version of this update is due to be published for consultation in Spring 2019. It includes following 12 headline objectives: <ul style="list-style-type: none"> • Ensure a steady and adequate supply of minerals to support growth and ensure the best use of materials, and protection of land • Contribute positively to the sustainable management of waste

Document name	Key objectives, requirements and guidance
	<ul style="list-style-type: none"> ● Support climate change mitigation and adaptation, and seek to build in resilience to the potential effects of climate change ● Protect water resources and quality, mitigate for flood risk from all sources and seek to achieve a reduction in overall flood risk ● Safeguard productive land ● Support sustainable economic growth and the delivery of employment opportunities ● Reduce road traffic, congestion and pollution; promote sustainable modes of movement and efficient movement patterns; and provide and maintain movement infrastructure ● Conserve and enhance the quality and distinctiveness of the landscape ● Protect and encourage biodiversity and geodiversity ● Protect and where possible enhance the character, quality and distinctiveness of the built and historic environment ● Protect and enhance the health and wellbeing of communities ● Minimise noise, light and air pollution
Peterborough Local Transport Plan 2011-2016 (2011)	Outlines the local transport strategy, objectives and targets for 2011 to 2016. It sets out the challenges and issues for existing and future transport systems and how these will be addressed.
Peterborough Local Development Framework	Peterborough's local development framework is made up of the Core Strategy DPD (2011), the Site Allocations DPD (2012), the City Centre Plan (2014); and a variety of more detailed supplementary planning documents (SPD). It is a statutory Local Plan which sets out the overall approach to development in Peterborough to 2026 and beyond. The city council are currently in the process of preparing a new Local Plan. The most relevant SPD is the Flood and Water Management SPD (2012) which covers development policies on flood risk: Peterborough Strategic Flood Risk Assessment (SFRA) Level 2. This is also currently in the process of being updated.
Peterborough Level 1 Strategy Flood Risk Assessment (SFRA) and Outline Water Cycle Study (WCS) (2018)*	The aim of this combined level 1 SFRA and Outline WCS is to identify existing connections between planning and water related policies and needs in a more integrated exercise than two separate documents.
Peterborough City Council's Conservation Area Appraisals and Management Plans (as amended)	The Conservation Area Appraisals assesses the historic, architectural and spatial qualities of the Conservation Area and makes proposals for the future management of the area to ensure that its character and appearance are not harmed. The purpose is to: <ul style="list-style-type: none"> ● identify the special character of the area ● review the conservation area boundary ● provide a basis for considering planning proposals that affect the area ● make recommendations to ensure its special qualities are retained and enhanced.
The Nene Valley Nature Improvement Area (NIA) Project	The project aims to re-create and re-connect natural areas along the Nene and its tributaries. It has a vision to improve the quality and quantity, and improve the connectivity, of habitats over large areas in the Nene valley in order to provide a space for wildlife to thrive and adapt to climate change.
The Welland Valley Partnership River Improvement Plan (2013)	The Plan has been produced by the Welland Valley Partnership Steering Group, a consortium of organisations, government bodies and interest groups. It sets out the vision of the Welland Valley such as managing flood risk and improving the quality of the surrounding environment. This is to be achieved by active stakeholder and public engagement
Cambridgeshire County Council Climate Change and Environment Strategy (2008)	This covers climate change and broader environmental concerns, ensuring these were more closely aligned with the Integrated Plan, the Cambridgeshire Vision, and the new National Performance Framework. Climate change was featured as one of the organisation's Strategic Objectives for the first time 2008.
Cambridgeshire's Vision 2007-2021 (2007)*	Sets out the commitment from partner organisations to provide high quality cost effective public services that meet the needs of the people of Cambridgeshire now, and in the future.
Cambridgeshire Local Area Agreement (LAA) 2008-2011 (2008)	Alongside other Action Plans, the LAA is the three-year delivery plan for the Cambridgeshire Vision 2007-2021 document. The LAA includes priority indicators and targets agreed with central government, statutory targets on educational attainment, and local priorities. A revised LAA was published in 2009 with new and replacement targets and indicators.
Cambridgeshire Green Infrastructure Strategy (2011)	The Strategy sets out a framework for shaping and co-ordinating the delivery of green infrastructure to the area in order to provide social, environmental and economic benefits for now and in the future. The Strategy include four key objectives: <ul style="list-style-type: none"> ● Reverse the decline in biodiversity ● Mitigate and adapt to climate change ● Promote sustainable growth and economic development ● Support healthy living and well-being
Cambridgeshire Rights of Way Improvement Plan Update (2016)*	An update to the 2006 ROWIP, it provides a review of progress made since the previous Plan and sets out future challenges up until 2031.
Air Quality Action Plan (AQAP) and Air Quality Progress Reports for the Cambridgeshire Growth Areas (Cambridge City Council, South Cambridgeshire, East Cambridgeshire, Huntingdonshire and Fenland)	The Action Plans sets out the priorities for the relevant areas to maintain and improve air quality. The reports provide an annual review of the area's air quality.
Cambridgeshire Landscape Guidelines (1991)	The document sets out guidelines for managing the change in rural landscape in the Cambridgeshire area.
East Cambridgeshire Local Plan (2015)	Sets out the blueprint for future growth in East Cambridgeshire covering the period to 2031.
Huntingdonshire Core Strategy (2009)	The Core Strategy sets out the strategic spatial planning framework for development in Huntingdonshire to 2026. The policies cover managing growth and guide new developments and also addressed climate change and carbon. The council are currently in the process of preparing a new Local Plan which will replace the Core Strategy to cover the period up to 2036.
Fenland Local Plan (2014)	The Local Plan contains the policies and broad location for growth and regeneration of the area up until 2031.
Cambridge City Council Local Plan (2018)*	Replaced the 2006 Local Plan and covers the period up until 2031. It sets out the policies and proposals for future development and spatial requirements.
South Cambridgeshire Local Plan (2018)*	The Local Plan updates and replaced the Local Development Framework which was adopted between 2007 and 2010. The policies and proposals covered in the updated document covers the period up until 2031.

Document name	Key objectives, requirements and guidance
South Cambridgeshire DC – Biodiversity Supplementary Planning Guidance (2009)	Expands on district-wide policies included in the Development Control Policies DPD and policies in individual Area Action Plans (AAPs). These policies seek to ensure that biodiversity is adequately protected and enhanced throughout the development process.
Cambridgeshire Local Term Transport Strategy 2011-2031 (2015)*	<p>This strategy identifies the major infrastructure requirements that are needed to address existing problems and capacity constraints on Cambridgeshire’s transport network, and the further infrastructure that is required to cater for the transport demand associated with planned growth. There are eight objectives included in the Plan:</p> <ul style="list-style-type: none"> • Ensure that the transport network supports sustainable growth and continued economic prosperity • Improve accessibility to employment and key services • Encourage sustainable alternatives to the private car, including rail, bus, guided bus, walking and cycling, car sharing and low emission vehicles • Encourage healthy and active travel, supporting improved well-being • Make the most efficient use of the transport network • Reduce the need to travel • Minimise the impact of transport on the environment • Prioritise investment where it can have the greatest impact
Cambridge City Council Natural Conservation Strategy (2006)	The Strategy sets out a framework to achieve a net gain in biodiversity in the area over the next 20 years. It covers the extent and quality of priority habitats and populations of priority species.
Local Agenda 21 (LA21)	This is implemented at district level and is a policy initiative to encourage local authorities to promote environmentally, socially and economically sustainable communities.
Cambridgeshire Health & Wellbeing Strategy 2012-2017 (2012)*	<p>Published in 2012, the CPCA Health and Wellbeing Strategy sets out six priorities to make a difference to achieve better health and wellbeing outcomes for the community which include:</p> <ul style="list-style-type: none"> • Ensure a positive start to life for children, young people and their families • Support older people to be independent, safe and well • Encourage healthy lifestyles and behaviours in all actions and activities while respecting people’s personal choices • Create a safe environment and help to build strong communities, wellbeing and mental health • Create a sustainable environment in which communities can flourish • Work together effectively
Sustainable Futures: Integrated Sustainability Framework for the East of England, 2009	<p>The framework aims to place sustainable development at the heart of the East of England’s future. There are ten objectives included in the framework to achieve sustainable development:</p> <ul style="list-style-type: none"> • Promote sustainable growth within environmental limits • Reduce poverty and inequality and promote social inclusion • Reduce greenhouse gas emissions • Adapt to the impacts of climate change • Promote employment, learning, skills and innovation • Increase resource efficiency and reduce resource use and waste • Conserve, restore and enhance the region’s natural and built environment • Move goods and people sustainably • Meet the needs of the changing regional demographic • Provide decent, affordable and safe homes for all
Health system prevention strategy for Cambridgeshire and Peterborough (2016)*	<p>The Strategy sets out objectives to prevent health effects occurring as it is recognised as critical to building a sustainable health system. The objectives of producing the strategy were to do the following:</p> <ul style="list-style-type: none"> • To identify the savings to the NHS, where possible, from current and planned prevention initiatives. • To identify areas/interventions for potential additional NHS investment in prevention which would maximise savings to the local NHS over the next three, five, 10 years and beyond. • Identify areas and initiatives for potential stretch and outline the strategy for delivering these including projected savings to the NHS, where possible.
Transport Strategy for Cambridge and South Cambridgeshire (2014)	The strategy sets out plans to allow the district to cope with the rising population and increase in demand on the travel network by shifting people from cars to other means of travel including cycling, walking and public transport.
Transport Strategy for East Cambridge (2016)	Strategy to tackle the current and future pressures in relation to transport in and around the district. This strategy will help to support the growth in East Cambridgeshire.
Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018)*	Cambridgeshire and Peterborough Independent Economic Commission undertook the CPIER which highlights the fast rate of economic and employment growth in the region, and the importance of planning now to ensure that strong growth will be sustainable and more inclusive. It gives an overview of the CPCA area including the historical, political and economic context before exploring the future of the area. It considers business; housing; infrastructure; health and well-being; early years, education and skills; market towns; and governance.
Peterborough Health and Wellbeing Strategy 2016-2019 (2016)*	<p>The Strategy was prepared by the Peterborough Health and Wellbeing Board to meet the needs of local residents. The Board is a statutory partnership across Peterborough City Council, local NHS commissioners and Peterborough HealthWatch. It covers health and wellbeing through the life course, healthy environmental and health inequalities. The Health and Wellbeing board aims to focus on:</p> <ul style="list-style-type: none"> • Prevention – make Peterborough a healthy environment to live in and support all people and communities to maintain their health and independence • Driving delivery of the right services, to the right people by the right people, at the right time and at the right place, at the right cost. • Monitoring outcomes which matter to all local residents, families and communities
Access to Transport, Joint Strategic Needs Assessment (JSNA) (2015)*	<p>The JSNA looks at the accessibility to transport across the Cambridgeshire region. It looks at the impact transport has on health, where transport disadvantages are located across the region, local views on the transport barriers in accessing health and social care, and addressing the local need. The key findings of the assessment include:</p> <ul style="list-style-type: none"> • Transport barriers are not experienced equally across the region • Transport is a key enabler or gateway to key services and interventions • Some areas of the region have a higher number of individuals with limiting conditions, no access to a car and long trips to health services • Local views have highlighted the complexity in planning journeys, the length and cost • Community transport provides a contribution to journey to health services, especially hospital appointments

Document name	Key objectives, requirements and guidance
Active Transport, JSNA (2015)*	<ul style="list-style-type: none"> • There are concerns about whether community transport can meet demands on their services <p>Active Transport across the Cambridgeshire region is covered within the JSNA, it recognises the link between active travel and health. It looks at how people get to work, the local views, the barriers to active travel and how it can be increased. Key findings include:</p> <ul style="list-style-type: none"> • Cambridge City has the most walking and cycling trips to work compared to the rest of the region • Walking and cycling rates are lowest in those over 40 years of age in Cambridgeshire • Traffic cordon data shows that walking is more common in the market towns and cycling more common in Cambridge City
Air Pollution, JSNA (2015)*	<p>The assessment recognises the link between air pollution, particularly from transport, and health. It covers the importance of air pollution, the local context of air pollution in Cambridgeshire and local views on air pollution. The key findings of the JSNA on air pollution include:</p> <ul style="list-style-type: none"> • There are levels of air pollution in Cambridgeshire impact health, even though most annual average concentrations may not be over Air Quality Thresholds • 257 deaths were attributable to air pollution in Cambridgeshire in 2020 and over 5% of Cambridgeshire's mortality is attributed to air pollution • The hotspots for air pollution include urban areas and arterial and trunk roads, such as the A14 • Nitrogen dioxide levels are higher in winter months and particulate matter levels peak in the spring, potentially resulting in a seasonal health impact
Cambridgeshire and Peterborough JSNA Core Dataset (2019)	<p>The JSNA Core Dataset provides a multitude of statistics and findings on a wide range of topics within the Cambridgeshire and Peterborough area. These topics include:</p> <ul style="list-style-type: none"> • Health • Geography & Demography • Relative Deprivation and Wider Determinants of Health • Lifestyle, Risk Factors and Health & Wellbeing • Screening, Vaccination and Immunisation • Levels of Illness and Health & Care Services • Live Expectancy and Mortality
Transport and Health JNSA Dataset – Peterborough, Peterborough City Council (not dated)*	<p>The JNSA Core Data provides statistics to provide evidence on the link between health and transport. It covers active travel, air quality and access to transport in relation to health.</p>

