

Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report
Appendix D - Baseline, and Key Issues and
Opportunities

May 2019

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D. Baseline, Key Issues and Opportunities

D.1 Introduction

A summary of the current environment and socio-economics baseline information for the Cambridgeshire and Peterborough LTP area is presented in this section. Maps showing spatial baseline are presented in Appendix E and referenced within this chapter. Specific baseline under identified indicators¹ are presented in Appendix F.

The baseline was collected from published sources, including but not limited to:

- Office for National Statistics (ONS)
- Local Authority Health Profiles (Public Health England, 2018)
- Department for Transport
- Multi-Agency Geographic Information for the Countryside (MAGIC) Interactive Mapping
- Cambridgeshire and Peterborough Biodiversity Group
- CPCA LTP Evidence Base Report (Steer, 2018)
- State of the UK Climate 2017 (Met Office, 2018)
- UKCP18
- Historic England
- Natural England
- DEFRA
- Environment Agency

D.2 Population, Communities and Human Health

D.2.1 Population

The population of Cambridgeshire and Peterborough is estimated to be 850,000 with the majority residing in 13 main settlement areas². The settlement types of the region consist of urban areas such as the cities of Peterborough and Cambridge, the market towns of Whittlesey and Wisbech, as well as rural settlements and villages. Of the total population, 37% live in urban areas, 43% in market towns and 20% in rural settlements and villages³. The population is expected to increase to over 1 million by 2036 due to the planned housing growth, primarily in Cambridgeshire⁴.

The distribution of age amongst the population is similar to the national UK average where 20% are aged 15 and under, 63% are between 16 and 64, and 17% are over 65⁵. The cities of Cambridge and Peterborough have the youngest populations whereas Fenland, East Cambridgeshire and Huntingdonshire have an older population.

¹ A range of indicators have been developed as part of the SEA Framework drawing on the indicators used in the previous LTPs to allow comparison of trends

² Steer, CPCA LTP Evidence Report (2018)

³ ONS, Census 2011

⁴ Forecast population at 2036 is 1,044,030 - Cambridgeshire County Council Research Group's 2015-based population forecasts

⁵ Cambridgeshire Insight (ONS figures)

Ethnicity across the Cambridgeshire and Peterborough area is predominately White. Ten percent of the total population is Black, Asian and Minority Ethnic (BAME)⁶. However, Cambridge and Peterborough have diverse communities with a higher percentage of the population from BAME groups in comparison with the national average.

D.2.2 Human Health

The percentage of respondents describing their general health as very good, good, fairly good, not good, and very bad is shown in Table 1. For those who report their health as very good and good Cambridgeshire is slightly above Peterborough and the national average for England.

Table 1: Population health by local authorities

County, district, or unitary authority	General health very good (%)	General health good (%)	General health fairly good (%)	General health not good (%)	General health very bad (%)
Peterborough	44.3	37.3	13.3	4.0	1.1
Cambridgeshire	49.4	34.7	11.8	3.2	0.9
Cambridge	54.7	32.0	9.7	2.9	0.8
East Cambridgeshire	48.8	35.2	12.1	3.1	0.8
South Cambridgeshire	52.5	33.7	10.6	2.5	0.7
Fenland	39.4	37.8	16.5	4.8	1.4
Huntingdonshire	48.8	35.7	11.6	3.1	0.9
England	47.2	34.2	13.1	4.2	1.2

Source: ONS - Census 2011

Against the various indicators such as life expectancy, injuries and ill health, child health and inequalities, the health in Cambridgeshire is generally better than the England average whereas Peterborough is varied compared to the average. Life expectancy for both men and women across the Cambridgeshire and Peterborough area is lower than the England average.⁷

Table 2: Limitations on daily activities, by local authority

County, district, or unitary authority	% of the population who consider their day-to-day activities to be limited a lot	% of the population who consider their day-to-day activities limited a little	% of the population who consider their day-to-day activities not limited
Peterborough	7.7	9.0	83.3
Cambridgeshire	-	-	-
Cambridge	5.5	7.5	87.0
East Cambridgeshire	6.5	8.9	84.6
South Cambridgeshire	5.6	8.4	86.1
Fenland	9.9	11.1	79.0
Huntingdonshire	6.3	8.6	85.1
England	8.3	9.3	82.4

Source: ONS, Census data 2011

For Cambridgeshire as a whole, particular areas of concern about human health include self-harm and dementia diagnosis rates, where rate of emergency hospital stays related to self-harm

⁶ Cambridgeshire Insight (ONS figures)

⁷ Public Health England, Local Authority Health Profiles (2018)

and the dementia diagnosis is statistically significantly worse than in England. There are numerous areas of concern within Peterborough, including child poverty, homelessness, smoking attributed mortality and physical activity. Cambridge itself has many health and wellbeing indicators that are better than national averages. However certain indicators, such as homelessness, self-harm, alcohol related harm and diabetes diagnosis are worse than national averages. The health profile summary for Peterborough, Cambridgeshire and the districts, obtained from the Cambridgeshire & Peterborough JSNA Core Dataset is shown below in Figure 1.

Figure 1: Health Profile Summary

Category	Indicator	Period	England value	C&P value	C&P recent trend	Pet value	Pet recent trend	Cams value	Cams recent trend	Cambridgeshire Districts				
										Cambridge	E Cams	Fenland	Hunts	S Cams
Our Communities	Index of Multiple Deprivation Score 2015 (score)	2015	21.8	-	-	27.7	-	13.4	-	13.8	12.1	25.4	11.8	8.1
	Children in low income families (%)	2015	16.8	13.5	↓	18.1	↓	11.3	↓	13.7	8.6	18.4	10.5	7.6
	Statutory homelessness (per 1,000 households)	2017/18	0.8	1.0	-	1.6	↓	0.6	-	1.4	0.6	0.3	-	0.4
	GCEs Achieved 5 A*-C including English & Maths (%)	2015/16	57.8	57.5	-	47.8	-	61.2	-	63.3	58.7	52.2	59.2	70.2
	Violent crime (violence offences per 1,000 popn)	2017/18	23.7	19.8	↑	31.3	↑	16.3	↑	24.0	10.4	21.8	14.8	11.6
	Long term unemployment (per 1,000 working age popn)	2017	3.5	1.1	↓	1.7	↓	1.0	↓	1.7	0.6	1.3	0.6	0.7
Children's & young peoples health	Breastfeeding initiation (%)	2016/17	74.5	75.5	↓	68.4	↓	-	-	84.8	-	65.3	78.3	-
	Obese children (year 6) (prevalence - %)	2017/18	20.1	16.8	→	20.7	↑	15.1	↓	15.4	14.6	20.9	15.1	11.8
	Hospital stays for alcohol-specific conditions (under 18s) per 100,000	2015/16 - 17/18	32.9	34.0	-	23.2	-	37.9	-	46.9	18.8	28.5	46.3	39.3
	Under 18 conceptions per 1,000 females 15-17	2016	18.8	16.5	↓	29.8	↓	12.2	↓	11.3*	11.6*	19.6	17.1	3.3*
Adults' health & lifestyle	Smoking prevalence in adults (%)	2017	14.9	15.3	-	17.6	-	14.5	-	17.0	15.3	16.3	14.0	11.3
	Physically active adults (%)	2016/17	66.0	68.9	-	61.3	-	71.1	-	77.1	62.8	60.7	75.1	73.1
	Excess weight in adults (%)	2016/17	61.3	60.4	-	62.5	-	59.8	-	50.1	58.6	70.7	66.3	56.2
Disease & poor health	Cancer diagnosed at an early stage (%)	2016	52.6	55.9	→	54.0	→	56.3	→	59.5	59.8	54.6	54.6	56.0
	Emergency hospital stays for self-harm (per 100,000 population)	2017/18	185.5	252.4	-	256.4	-	251.5	-	322.6	330.3	269.3	173.7	257.4
	Hospital stays for alcohol-related harm (per 100,000 population)	2017/18	632.3	622.7	-	622.9	-	622.9	-	721.3	588.6	726.2	542.0	632.8
	Diabetes diagnoses aged 17+ (%)	2018	78.0	78.9	-	82.7	-	76.3	-	61.6	85.1	85.3	80.9	68.2
	Incidence of TB (per 100,000)	2015 - 17	9.9	8.9	-	19.3	-	5.7	-	11.7	2.3	3.3	4.5	5.6
	New sexually transmitted infections (per 100,000 popn 15-64)	2017	793.8	574.0	↓	760.9	→	517.0	↓	834.3	339.7	500.8	486.3	369.4
	Hip fractures in people aged 65 and over (per 100,000 population)	2017/18	577.8	551.1	-	625.1	-	532.9	-	527.4	462.4	592.9	558.4	514.7
Estimated dementia diagnosis rate (aged 65+) (%)	2018	67.5	66.3	-	78.3	-	61.0	-	64.6	58.9	57.7	68.8	53.6	
Life expectancy, cause of death & selected inequalities indicators	Life expectancy at birth (males), years	2015 - 17	79.6	-	-	78.9	-	81.0	-	80.8	81.4	78.2	81.3	82.3
	Life expectancy at birth (females), years	2015 - 17	83.1	-	-	82.4	-	84.3	-	83.5	85.1	82.3	84.6	85.4
	Infant mortality - deaths under 1 year per 1,000 live births	2015 - 17	3.9	3.6	-	4.3	-	3.3	-	4.6	1.7	3.8	2.6	3.9
	Suicide rate (per 100,000)	2015 - 17	9.6	8.7	-	11.7	-	7.8	-	9.0	5.2	10.0	5.8	10.0
	Smoking attributable deaths (per 100,000 aged 35+)	2015 - 17	262.6	231.7	-	281.4	-	218.8	-	-	-	-	-	-
	Under 75 cardiovascular disease mortality rate (per 100,000 popn)	2015 - 17	72.5	66.2	-	67.8	-	60.7	-	67.5	66.7	82.3	55.6	45.5
	Under 75 cancer mortality rate (per 100,000 popn)	2015 - 17	134.6	125.2	-	145.7	-	119.9	-	111.9	114.4	145.5	120.1	109.3
	Excess winter deaths (index)	Aug 2014 - Jul 2017	21.1	19.2	-	18.7	-	19.3	-	26.8	14.9	20.4	15.5	20.2
	Premature (under 75) mortality from all causes (male) - per 100,000	2015 - 17	403.2	359.9	-	464.8	-	332.7	-	338.0	322.0	458.4	319.3	271.7
	Premature (under 75) mortality from all causes (female) - per 100,000	2015 - 17	264.1	246.5	-	303.2	-	231.6	-	249.7	218.4	320.3	207.6	197.7

Full indicator descriptions and definitions are available at <https://fingertips.phe.org.uk/profile/health-profiles>

Statistically significantly better than the England average value
Statistically similar to the England average value
Statistically significantly worse than the England average value

Higher than the England value
Lower than the England value

* data quality issue
 †: not available or suppressed: removed due to small numbers

↑ Getting worse (number of years on which trend based)
→ No significant change (number of years on which trend based)
↓ Getting better (number of years on which trend based)

↑ Increasing
↓ Decreasing

Public Health England Health Profiles at <https://fingertips.phe.org.uk/profile/health-profiles>

Source: Cambridgeshire & Peterborough JSNA Core Dataset

D.2.3 Economy

The economy in the Cambridgeshire and Peterborough area is one of the most productive in the UK and has grown consistently over recent years, growing faster than both the East of England and wider UK economy. Cambridge and Peterborough support around 500,000 jobs and produced approximately £24 billion of economic output in 2016. However, performance across the other areas in the region are varied: Huntingdonshire, Fenland and East Cambridgeshire fell behind the UK average in economic output per head between 2001 and 2016 whereas Cambridge, South Cambridge and Peterborough were above the average by 47%, 7% and 3% respectively.⁸

Cambridge has a cluster of knowledge-based industry which boasts a global profile and has accelerated the city's economic success. Peterborough has a varied economy which includes

⁸ Steer, CPCA LTP Evidence Report (2018)

engineering and manufacturing; agriculture, food and drink; digital and creative industries; and financial services. The market towns of the region have traditionally acted as service centres for retail, health and education for the smaller surrounding settlements.

Visit Britain reported that the number of 'staying visitors' for Cambridge was 519,000 in 2017 which is a 4% increase on 2016. This places Cambridge ninth in the top 20 places for inbound visitors in Britain⁹. They also reported that the wider Cambridgeshire area received 696,000 staying visitors in 2017 with a total expenditure of £266.6m.

Cambridgeshire is one of the 20% least deprived counties/unitary authorities in England while Peterborough is one of the 20% most deprived, and approximately 11% and 19% of children live in low income families respectively¹⁰. The gross disposable household income (GDHI) was highest in Cambridge in 2016 at £24,472 per head and lowest in Peterborough at £16,563.

The Index of Multiple Deprivation (2015) for the Lower Layer Super Output Areas (LSOAs) within the region are shown on Map E.8 in Appendix E. The most deprived areas are predominately in Peterborough and Fenland which are the first and second most deprived on average out of the six local authorities within the Cambridgeshire and Peterborough area. In Peterborough and Fenland 17.6% and 18.5% of households fall below 60% of the median income (before housing costs)¹¹. Hotspots of deprivation in Peterborough and Fenland are around Wisbech, March and Peterborough city centre. South Cambridgeshire is the least deprived out of the six local authority areas on average followed by Huntingdon, East Cambridgeshire and Cambridge¹².

Unemployment is varied with the unemployment rate in Cambridgeshire 1.5% below the UK average whereas Peterborough is 0.6% above the UK average¹³. South Cambridgeshire has the lowest unemployment rate followed by Huntingdonshire, Cambridge and East Cambridgeshire. Fenland has the highest unemployment amongst all the local authorities in the Cambridgeshire and Peterborough area.

The cost of housing across the Cambridgeshire and Peterborough area is high, however there are significant differences in the areas within the region. The ratio of median house prices to median gross workplace earnings has risen materially in all districts since 1999. It is a particular issue in South Cambridgeshire where house prices have increased to 59% above the UK average and in Cambridge where they are 87% above the average¹⁴.

D.3 Biodiversity, Flora and Fauna

D.3.1 Designated Sites

The Cambridgeshire and Peterborough area contains Sites of Special Scientific Interest (SSSI), Ramsar sites, Special Areas of Conservation (SAC), Special Protection Areas (SPA), National Nature Reserves (NNR) and Local Nature Reserves (LNR). The number and type of ecological sites within the Cambridgeshire and Peterborough area are listed in Table 3 and shown on Map E.1 in Appendix E.

⁹ Visit Britain, Inbound Nation, Region and County Data (2018)

¹⁰ Public Health England, Local Authority Health Profiles (2018)

¹¹ ONS, Households in Poverty for MSOA, England and Wales 2013/2014

¹² Index of Multiple Deprivation 2015

¹³ ONS, Employment and Labour market

¹⁴ ONS, Ratio of house price to workplace-based earnings, 1997-2017

Table 3: Ecological sites in Cambridgeshire and Peterborough

Area	SSSI	Ramsar	SAC	SPA	NNR/LNR
Cambridgeshire	87	4	8	3	6 NNRs 23 LNRs
Peterborough	16	1	2	1	4 NNRs 4 LNRs

Source: MAGIC

Many of these sites are small and isolated, preventing robust populations establishing, and prevents movement of species between sites. Further protection measures, for example; new habitats and green corridors, will be required to ensure the survival of the habitats and species

D.3.2 Priority Areas

The Cambridgeshire Green Infrastructure Strategy has identified priority areas and Natural England are keen to support projects which will enhance and promote habitats within the following areas:

- West Cambridgeshire Hundreds - this cluster of ancient woodlands and parkland is particularly special for its plants and bat populations;
- Ouse Valleys - the River Great Ouse River and its valley is rich with wildlife;
- Greensand Ridge – the dramatic iconic topography provides important refuges for scarce and specialist wildlife. Key objectives are to buffer, enhance and link the important wildlife sites along the ridge, strengthening their ability to adapt to climate change and to making the Ridge a good place to live, work and visit;
- Cambridgeshire Fens - an amazing refuge for England’s biodiversity whilst also exceptionally important for food production and as a carbon store; and
- Chalk and Chilterns - the chalk ridge extending from the Chilterns into Hertfordshire, and beyond, is a fragmented landscape of arable cultivation, chalk grasslands and woodland that is also a farmland bird ‘hotspot’.

D.3.3 Flora and Fauna

There are over 200 Priority Species found in Cambridgeshire and Peterborough, representing 38.2% of all priority species identified in the UK Biodiversity Action Plan (BAP)¹⁵. The region also has other important species, not identified in the UK Priority Species, but which still require conservation. The Cambridgeshire and Peterborough Biodiversity Group identify these as Cambridgeshire and Peterborough Additional Species of Interest (CPASI) and have designated 70 species which require conservation in the region.

D.4 Historic Environment

The Cambridgeshire and Peterborough area is rich in heritage with the two cities boasting iconic historic buildings and the market towns known for their heritage value. The numbers of listed buildings, scheduled monuments and conservation areas have been collected for the Cambridgeshire and Peterborough area and are listed in Table 4. The listed buildings in the region are shown on Map E.2 in Appendix E and the other heritage assets on Map E.3 in Appendix E.

¹⁵ Cambridgeshire and Peterborough Biodiversity Action Group: <http://www.cpbiodiversity.org.uk/biodiversity-action-plans/priority-species>

Table 4: Listed buildings, scheduled monuments and conservation areas in Cambridgeshire and Peterborough

Local Authority	Listed Buildings			Scheduled Monuments	Registered Parks and Gardens	Conservation Areas
	Grade I	Grade II*	Grade II			
Peterborough	68	43	815	70	4	29
Cambridgeshire	236	446	6,653	265	34	200
Cambridge	67	50	708	6	12	17
East Cambridgeshire	48	55	869	49	4	28
South Cambridgeshire	49	171	2,467	106	12	85
Fenland	10	41	596	20	1	10
Huntingdonshire	62	129	2,013	84	5	60

Source: Historic England - Local Authority Indicator Profiles (2018)

In addition to having a significant number of designated sites, the area also benefits from numerous non-designated heritage assets and below ground archaeological material, centralised around Cambridge extending north into the corridor between Cambridge and Peterborough. Information on these sites can be found within Cambridgeshire County Historic Environment Record.

D.5 Landscape and Visual

The landscape is characterised by flat land and small rolling hills in the West and South of Cambridgeshire, falling to flat and open fenland in the North and East. There are no Areas of Outstanding Natural Beauty (AONB) in the area.

National Character Areas (NCAs) are distinctive landscapes which make up the countryside. The following NCAs are within the study area and are shown on Map E.4 in Appendix E.

- 46: The Fens (NE424) – this is a distinctive, historic and human-influenced wetland landscape lying to the west of the Wash estuary, which formerly constituted the largest wetland area in England. The area is notable for its large-scale, flat, open landscape with extensive vistas to level horizons. The level, open topography shapes the impression of huge skies which convey a strong sense of place, tranquillity and inspiration.
- 75: Kesteven Uplands (NE560) - a gently rolling, mixed farming landscape dissected by the rivers Witham and the East and West Glen. The area lies at the junction of Lincolnshire, Cambridgeshire, Northamptonshire, Leicestershire and Rutland.
- 85: The Brecks (NE385) – also known as Breckland, the area occupies much of south-western Norfolk and north-western Suffolk, together with a small part of north-eastern Cambridgeshire. The area has an ages-old identity, a very particular land use history and a richly distinctive wildlife, which sets it apart from all surrounding landscapes.
- 86: South Suffolk and North Essex Clayland - is an ancient landscape of wooded arable countryside with a distinct sense of enclosure. The overall character is of a gently undulating, chalky boulder clay plateau, the undulations being caused by the numerous small-scale river valleys that dissect the plateau.
- 87: East Anglian Chalk (NE529) - is characterised by the narrow continuation of the chalk ridge that runs south-west–north-east across southern England. The underlying geology is Upper Cretaceous Chalk, which is covered in a surface deposit of ice and river-deposited material laid down during the last ice age.

- 88: Bedfordshire and Cambridgeshire Claylands (NE555) - is a broad, gently undulating, lowland plateau dissected by shallow river valleys that gradually widen as they approach The Fens NCA in the east.
- 89: Northamptonshire Vales (NE527) - consists of a series of low-lying clay vales and river valleys, including the valleys of the rivers Nene and Welland and their tributaries.
- 90: Bedfordshire Greensand Ridge (NE481) - is a narrow ridge running north-east, south-west, rising out of – and entirely surrounded by – the Bedfordshire and Cambridgeshire Claylands NCA. It is a distinctive ridge with a north-west-facing scarp slope, formed by the underlying sandstone geology which has shaped the landscape and industry of the Ridge.
- 92: Rockingham Forest (NE538) – characterised by a broad, low, undulating ridge underlain by Jurassic limestone which falls away from a prominent, steep northern scarp overlooking the Welland Valley.

Landscape Character Areas (LCA) are unique geographical areas in which landscape types occur. The LCAs within the Cambridgeshire and Peterborough area are presented in

Table 5: LCAs in Cambridgeshire and Peterborough

Region	LCA
Cambridge	<ul style="list-style-type: none"> • Buildings and Historic Core • Green Fingers and Corridors • Watercourses and bodies • Open Green Spaces within the City • Setting and Views of the City Skyline • Separation
East Cambridge	Information not available
Fenland	<ul style="list-style-type: none"> • The Fens • Wisbech Settled Fen • Chatteris Clay Island • March Clay Island • Whittlesey Island
Huntingdonshire	<ul style="list-style-type: none"> • The Fens • Fen Margin • Central Claylands • Ouse Valley • South east Claylands • Northern Wolds • Grafham Water • Southern Wolds • Nene Valle
South Cambridgeshire	Information not available
Peterborough	<ul style="list-style-type: none"> • Nene Valley • Nassaburgh Limestone Plateau • Welland Valley • Peterborough Fens • Peterborough Fen Fringe • South Peterborough Claylands

Source: Cambridge City Council Local Character Assessment; Fenland District Council Development Policy Guidance; Peterborough City Council Local Plan 2016.

D.6 Soil

D.6.1 Geology and Soils

The geology of the Cambridgeshire and Peterborough area is made up of sedimentary bedrock formed in shallow seas with mainly siliciclastic sediments (comprising fragments or clasts of silicate minerals) deposited as mud, silt, sand and gravel from the Jurassic and Cretaceous period¹⁶. Superficial deposits of predominately peat, sand and gravel, clay, silt and sand, and glacial till overlay the bedrock. As a result, the soils are rich in nutrients, which explains the rural and agricultural landscape that dominates the region. There are ten geological SSSI situated within Cambridgeshire and one within Peterborough which have been designated due to their geological value.

Agricultural land is classified on a scale of 1 to 5 where 1 is the highest quality and 5 is the lowest. The provisional agricultural land classification of the region predominately consists of Grade 2 and Grade 3 with pockets of urban and non-agricultural land as shown on Map E.5 in Appendix E. However, 50% of the UK's Grade 1 agricultural land is found within the Fens, making it an important area for the agricultural industry¹⁷.

D.6.2 Contaminated Land and Pollution Incidents

Since 2001, there has been two major land pollution incidents which occurred in Fenland in 2018 and Peterborough in 2003¹⁸. There have been 50 significant and 37 minor land pollution incidents across the Cambridgeshire and Peterborough area since 2001.

There are 12 landfill sites across the Cambridgeshire and Peterborough area, including Thornhaugh Quarry and Dogsthorpe Landfill within Peterborough, Buckden and Somersham in Huntingdon and Ely Road in Cambridge¹⁹. The remaining are located across the region and include Eye Landfill, Barrington Works, Buckden, Milton, Harch, Grunty Fen, Kennett and Godmanchester.

D.7 Water

D.7.1 Flood Risk

Flood risk is a significant concern across the Cambridgeshire and Peterborough region. Without flood defences, 34.5% of the Cambridgeshire and Peterborough area is at high risk of flooding. Over 50% of the land in Cambridgeshire is below mean sea level and therefore reliant on pumped drainage²⁰. The northern area of Cambridgeshire, known as 'The Fens', is an artificially drained area and is the lowest lying area of the land in Cambridgeshire. Holme Fen is the lowest point in the UK and is approximately 2.75m below sea level.

The region falls within the Anglian River Basin District and the main rivers catchments in the region are the River Nene, River Welland, River Great Ouse, River Lark, and River Cam. The main rivers and the level of flood risk in the Cambridgeshire and Peterborough area are shown on Map E.6 in Appendix E. The majority of the region is situated within Flood Zone 1 and Flood Zone 3 with smaller pockets of areas in Flood Zone 2. The flood risk zones which relate to fluvial and tidal flood risk are defined by the Environment Agency as:

¹⁶ British Geological Society, Geology of Britain viewer

¹⁷ Cambridgeshire and Peterborough Independent Economic Review (2018)

¹⁸ DEFRA, Environmental Pollution

¹⁹ Environment Agency

²⁰ Cambridgeshire County Council, Flood Risk Strategy (2015)

- Flood Zone 1: Areas with low probability of flooding
- Flood Zone 2: Areas with medium probability of flooding
- Flood Zone 3: (a) Areas with high probability of flooding, (b) functional flood plain (where water regularly flows when overtopping river banks)

Cambridgeshire is also susceptible to flood risk from groundwater sources. The British Geological Society mapping identified that around 26% of the land in Cambridgeshire is at very high or high risk of groundwater flooding²¹. The Environment Agency identifies that 23,100 homes in Cambridgeshire are at risk of surface water flooding in a rainfall event with a 1 in 200 chance of occurring in any year. There have been six large scale flood events recorded in Cambridgeshire in recent years which resulted from a combination of sources (rivers, surface water, sewers): March 1947; September 1968; May 1978; Easter 1998; October 2001; Summer 2012; and July 2015.

Peterborough is at risk from flooding from a variety of sources where the highest risks are main river, the larger combined tidal and river events, and flooding from combined sewers²². Surface water and groundwater still present a risk within localised areas.

D.7.2 Water Quality

There are four groundwater Source Protection Zones (SPZs) within the Cambridgeshire and Peterborough area, all of which fall within South Cambridgeshire²³. There are also a number of surface water SPZs which cross over into the region, these include the River Nene, River Great Ouse, River Stour and Abberton.

The Cambridgeshire and Peterborough region is covered by the Anglian River Basin Management Plan (RBMP)²⁴. It identifies significant water management issues which affect the river basin which includes physical modifications, waste water pollution, pollution from cities, towns and transport, changes to the natural flow and level of water, non-native invasive species and pollution from rural areas. The majority of the water bodies in the river basin district are classified as moderate. The current status of the surface water and groundwater water bodies in the river basin district are presented in Table 6 and Table 7.

Table 6: Ecological and chemical 2015 classification for surface waters

Number of water bodies	Ecological Status or Potential					Chemical Status	
	Bad	Poor	Moderate	Good	High	Fail	Good
603	13	106	419	65	0	7	596

Source: Anglian RBMP (2015)

Table 7: Chemical and quantitative 2015 classification for groundwaters

Number of water bodies	Quantitative Status		Qualitative Status	
	Poor	Good	Poor	Good
31	16	15	15	16

Source: Anglian RBMP (2015)

²¹ Cambridgeshire County Council, Flood Risk Strategy (2015)

²² Peterborough City Council, Flood Risk Strategy (2015)

²³ MAGIC

²⁴ Environment Agency, Anglian River Basin District: River basin management plan (2015)

D.8 Air

D.8.1 Air Quality

Air quality in the region is varied and there are certain areas which suffer from poor air quality due to high concentrations of business and transport activities. There are 11 Air Quality Management Areas (AQMA) within the Cambridgeshire and Peterborough area, which are presented in Table 8.

Table 8: AQMAs in the Cambridgeshire and Peterborough area

Local Authority	AQMA Name	Pollutant	Description
Peterborough	Peterborough AQMA	Sulphur dioxide (SO ₂)	Two rural areas near Flag Fen, to the east of Peterborough between the City and Whittlesey. Declared due to emissions from the brickworks outside the Local Authority area at Whittlesey
Cambridge	Cambridge AQMA	Nitrogen dioxide (NO ₂)	An area encompassing the inner ring road and all the land within it (including a buffer zone around the ring road and its junctions with main feeder roads).
South Cambridge	A14 Corridor AQMA	NO ₂ Particulate Matter (PM ₁₀)	An area along the A14 between Bar Hill and Milton. Note, although PM ₁₀ is also a relevant pollutant within this AQMA and was included in 2008, the modelled PM ₁₀ boundary is smaller and inside the NO ₂ boundary, so the NO ₂ boundary is the adopted one.
Fenland	Wisbech AQMA No.1	SO ₂	An area in central Wisbech surrounding the HL Food site.
	Wisbech AQMA No.2	PM ₁₀	An area in central Wisbech surrounding the HL Food site
	Wisbech No.3	NO ₂	An area extending along the B198 Lynn Road between Freedom Bridge Roundabout and Mount Pleasant Road and along the A1101, from Sandylands, along Churchill Road to just past Westmead Avenue.
	Whittlesey AQMA No.1	SO ₂	An area along roads and cycle routes to the west and northwest of Whittlesey brickworks and an area covering roads, footpaths, dwellings, schools and public open spaces to the east of Whittlesey brickworks.
Huntingdonshire	Huntingdon AQMA	NO ₂	An area encompassing the southern part of the town centre, bounded largely by the A141 to the west, A14 to the south and the river to the east. This AQMA boundary is slightly extended on A141 and Hartford Road
	St Neots AQMA	NO ₂	An area encompassing the junction of the High Street, St Neots, with New Street and South Street. This AQMA boundary is extended further on New Street, High Street and St Neot
	Brampton AQMA	NO ₂	An area encompassing properties at Wood View, Nursery Cottages, Thrapston Road, Bliss Close and Flamsteed Drive close to the A14 in Brampton and Hinchingbrooke. The AQMA is slightly extended
	Hemingford to Fenstanton (A14) AQMA	NO ₂	An area encompassing a number of properties either side of the A14 between Hemingford and Fenstanton.

Source: DEFRA

Most annual averages of air pollution within Cambridgeshire are not over air quality thresholds. However, there are hot spots in Cambridgeshire caused by traffic-related pollution, especially in busy urban areas and around arterial and trunk roads such as the A14²⁵. The Air Quality Joint Needs Strategic Assessment (JNSA) also highlighted there are seasonal variances in air pollution with N₂O levels higher in winter months which may result in a season health effect. Small particulates from traffic also contribute to indoor air pollution, where people receive most of their exposure to air pollution.

In 2017, 5.4% of deaths were attributable to particulate air pollution (PM_{2.5}) in Cambridgeshire and 5.3% in Peterborough. The highest fraction of deaths occurred in Cambridge at 5.6% and the lowest in Fenland at 5.1%²⁶.

D.9 Climatic Factors

D.9.1 Current Trends in the UK

Observations show that the UK climate is continuing to warm. The average temperature is 0.3°C higher in the most recent 10 years (2008-2017) compared to the average of 1981-2010 and 0.8°C warmer than the 1961-1990 average²⁷. Nine of the 10 warmest years in the UK have occurred since 2002.

Annual precipitation has increased across the UK in the last few decades. Summers have been 17% wetter on average than 1981-2010 and 20% wetter than 1961-1990. Extreme rainfall has also increased, although this is not significant for most of southern and eastern England.

D.9.2 Projected Changes

The UK Climate Projections (UKCP) were updated for the first time since 2009 in December 2018 (UKCP18). The UKCP18 are largely the same as the previous projections where all areas of the UK are projected to be warmer, particularly during summer months. Rainfall is projected to vary seasonally and at a regional scale, however the UK is projected to have wetter winters and drier summers.

The projected changes in temperature and precipitation for the East of England area by the 2050s (2040-2059), under the RCP8.5 scenario (high emissions scenario) are detailed in Table 9. The 1981-2001 baseline period and the central estimate, representing 'as likely as not' probability of change (50th percentile), was used for the following projections.

Table 9: Future climate projections by the 2050s under the RCP8.5 scenario

Climatic Condition	Climate Projections
Temperature	Annual mean temperature is projected to increase by 1.8°C. Mean winter temperatures are projected to increase by 1.7°C and summer temperatures by 2.3°C. Extreme temperatures are also projected with 2.5°C increase on the hottest day.
Precipitation	Annual mean precipitation is projected to decrease by 2%. Seasonal variability is projected with a 9% increase in winter precipitation and a 19% decrease in summer.

Source: UKCP18 using the central probability estimate for a RCP8.5 scenario

Climate change projections for the East of England for the 2080s (2070-2089) is also presented in Table 10 to cover the design life of new transport infrastructure projects. The same baseline

²⁵ Cambridgeshire JNSA, Transport and Air Pollution (2015)

²⁶ Public Health England, Public Health Profiles

²⁷ Met Office, State of the UK Climate in 2017

period of 1981-2001, the central estimate (50th percentile) and the RCP8.5 scenario has also been used.

Table 10: Future climate projections by the 2080s under the RCP8.5 scenario

Climatic Condition	Climate Projections
Temperature	Annual mean temperature is project to increase by 3.5°C. Mean winter temperatures are projected to increase by 3°C and summer temperatures by 4.4°C. More extreme temperatures are also projected with a 4.9°C increase on the hottest day.
Precipitation	Annual mean precipitation is projected to decrease by 1%. Seasonable variability is projected with a 20% increase in winter precipitation and 31% decrease during summer months.

Source: UKCP18 using the central probability estimate for a RCP8.5 scenario

D.9.3 Climate Change and Flood Risk

Given that climate change is projected to lead to more frequent and intense rainfall duration, it is likely that the risk of flooding will be heightened in the Cambridgeshire and Peterborough region. Climate change is also likely to contribute to rising sea levels as increasing global temperatures exacerbate the melting of polar ice sheets, putting the low-lying region at further risk from flooding in the future.

D.9.4 Greenhouse Gas Emissions

Carbon dioxide (CO₂) emissions in the Cambridgeshire and Peterborough area were 5,634 kilotonnes equivalent (ktCO₂e) in 2016²⁸. The average CO₂ emissions per capita in Cambridgeshire in 2016 (7.1 tonnes of CO₂ equivalent (tCO₂e)) were higher than in Peterborough (5.2 tCO₂e) as well as regional and national averages (5.4 and 5.3 tCO₂e respectively).

Road transport accounts for the highest proportion of emissions in Cambridge and Peterborough followed by industry and commercial, and then domestic emissions. Huntingdonshire, South Cambridgeshire, East Cambridgeshire and Peterborough all have transport CO₂ emissions per capita which are higher than the UK average. There has been a decrease in transport related emissions per capita across the Cambridgeshire and Peterborough area between 2005 and 2015. However, this is variable amongst the cities and the rural areas due to higher car ownership and usage in the latter.

D.10 Material Assets

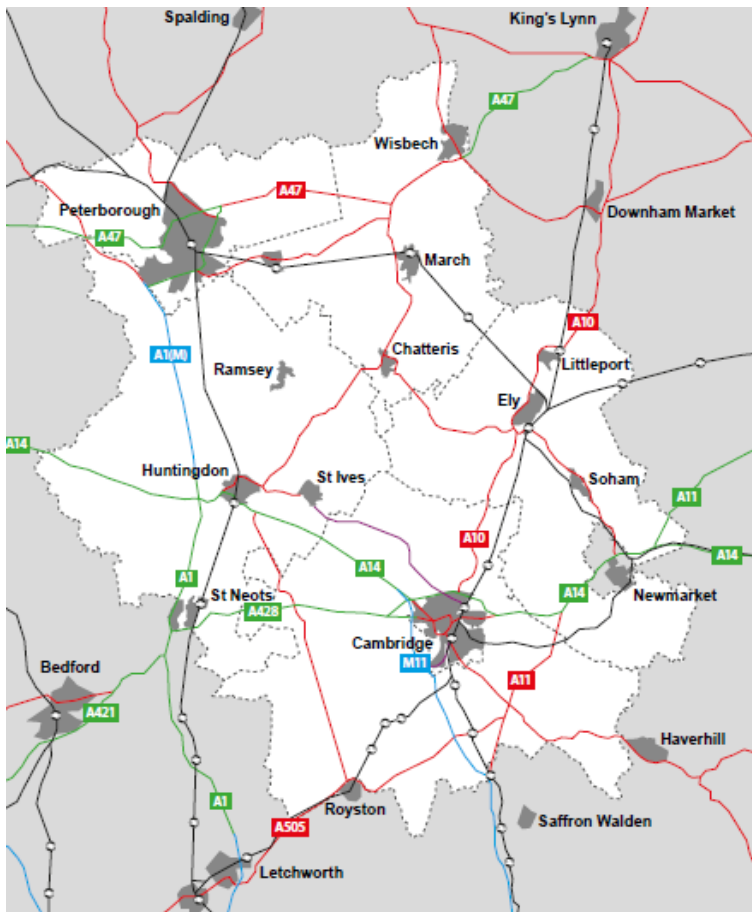
D.10.1 Transport

D.10.1.1 Overview

The Cambridgeshire and Peterborough area boasts an extensive transport network which connects people, places and services both within the region and beyond, and supports the regional economy. The region's main transport corridors include the A14, A428, A47 and A10. The key transport links are presented in Figure 2.

²⁸ DEFRA, 2005 to 2016 UK and regional CO₂ emissions

Figure 2: Transport Routes



Source: Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory)

Private car dominates as the most popular mode of transport across the region with 40.1% and 41.4% of people travelling to work by driving a car or van in Cambridgeshire and Peterborough respectively²⁹. However, this is varied across the region with as high as 46% in East Cambridgeshire and as low as 19% in Cambridge.

Between 2009 and 2017, 4.15 million cars were licensed in the Cambridgeshire and Peterborough region of which 1.73 million were diesel cars³⁰. At the end of 2017 there were 1,716 plug-in cars, LGVs and quadricycles licensed in Cambridgeshire since the last quarter of 2011 and 8,882 in Peterborough, both of which equate to 9% of the total in licensed in England during the same period³¹. Between the last quarter of 2011 and the end of 2017, 1,868 ultra-low emission vehicles have been licensed in Cambridgeshire and 9,699 in Peterborough³².

The primary reasons for travel include commuting for work, education, leisure and health. There are approximately 70,000 people commuting into the Cambridgeshire and Peterborough area for work and around 60,000 Cambridgeshire and Peterborough residents commute outside the area³³. The labour market in Cambridge is occupied by 40% of people living within the city

²⁹ ONS, Method of travel to work (Census 2011)

³⁰ Department for Transport, Licenced Vehicle Statistics (2017)

³¹ Department for Transport, Licenced Plug-in Cars, LGVs and quadricycles (2018)

³² Department for Transport, Ultra-low Emission Vehicle Statistics (2018)

³³ 69,756 in-commuters and 57,108 out-commuters (Census 2011)

boundary, the remainder is made up by people from South Cambridgeshire (28%), elsewhere in the region (16%) and elsewhere in the country (17%)³⁴. South Cambridgeshire is similar where less than half of jobs are occupied by residents living in the area. In contrast the labour market in Peterborough is more contained with 63% of jobs occupied by people within the city, 14% from elsewhere in the Cambridgeshire and Peterborough area and 23% for elsewhere in the country. East Cambridgeshire, Fenland and Huntingdonshire also all have less than 40% of people commuting into the area for work.

Within the East of England, 12% of all trips are for travel to schools, colleges and universities. Although trips are likely to be local, especially for primary education, they are also likely to be over significant distances due to the rural setting of much of the Cambridgeshire and Peterborough area³⁵. Travelling for leisure accounts for around 40% of all trips in the East of England. Cambridge and Peterborough are hubs for shopping, attracting people from across the region. There are also tourist hotspots in Cambridge and Ely and rural areas such as Fenland attract visitors for the natural landscape, wildlife and nature reserves.

The transport network plays a key role in the delivery of the NHS. Two large hospitals, Addenbrooke and Peterborough City, are located on the outskirts of Cambridge and Peterborough respectively and provide key healthcare services for the region. Addenbrooke is part of the Cambridge University Hospitals which is designated as the major trauma centre for the East of England where over 800 people per year receive treatment. Well-connected transport linkages to a wider area than the Cambridgeshire and Peterborough region is therefore critical. The NHS is a key employer in the region and transport is an essential part in staff accessing their employment and delivering local health services.

D.10.1.2 Public Transport

Rail

The Cambridgeshire and Peterborough area is relatively well-connected to other parts of the country by rail, particularly Cambridge and Peterborough. Both cities are connected to London Kings Cross by high frequency trains with a journey time of less than an hour, and Cambridge has an additional direct connection to London Liverpool Street. There is also a commuter network linking Cambridge to the surrounding towns and villages. Cambridge and Peterborough are linked directly to Stansted Airport by an hourly CrossCountry service. Peterborough has regular services to Manchester and Leeds as well as being on the East Coast Main Line which provides connections to Newcastle and Edinburgh.

However, services between Cambridge and Peterborough are limited to an hourly service which takes around 50 minutes. There are also no direct services to Bedford, Milton Keynes or Oxford, meaning passengers are required to travel via London to these destinations. In addition, some major towns in the Cambridgeshire and Peterborough area are completely disconnected from the rail network, including Wisbech.

Although the reliability (an average weekly commute is delayed at least once per week)³⁶ and affordability (rail fares increasingly significantly above wage inflation)³⁷ of rail services is poor, usage of the rail network has increased significantly in the region since the late 1990s. Cambridge and Peterborough have seen an increase of approximately 7.5 million and 2.3

³⁴ ONS, Location of where people live when working and place of work (Census 2011)

³⁵ Department for Transport, National Travel Survey 2016/2017

³⁶ Office for Rail and Road, Public Performance Measure Statistics, 2018/2019

³⁷ Office for Rail and Road, Rail Fares Index

million passengers respectively between 1997/8 and 2016/17³⁸. This increase in usage has placed pressure on the capacity of services, particularly on popular routes at peak times.

The rail network within the region is also important for freight movements. The Felixstowe to Nuneaton (F2N) passes through the region, connecting the Felixstowe and Harwich ports. Improvements to this route form part of the Trans-European Transport Network Priority Project 26. This project will allow for greater capacity of freight travelling through the region and will likely alleviate pressures on the road network, particularly the A14.

Bus

The cities of Cambridge and Peterborough also have extensive bus networks which include high-frequency services (every 15 minutes or less) operating along multiple corridors and providing connections to neighbouring villages. There are also Park and Ride services and the Cambridgeshire Guided Busway, the longest guided busway in the world at 25km in length linking Huntington, St Ives and Cambridge with services up to every seven minutes. Market towns surrounding Cambridge and Peterborough are connected to Cambridge or Peterborough by hourly or half hourly services.

Rural villages in the Cambridgeshire and Peterborough area lack high-quality connections to Cambridge and Peterborough, services are infrequent with peak-time services only or none at all. Between 2011/12 and 2016/17 total bus mileage in England's rural areas has decreased by approximately 7%³⁹ as a result of a reduction in subsidies for rural services.

In Cambridge and Peterborough, Department for Transport (DfT) Bus Statistics show that 73% and 79% of bus services operate on time and the affordability of buses fares has decreased. Since 2005, bus fares are now 66% higher on average nationally⁴⁰. The statistics also highlight that the usage of bus services has decreased by 12% in Cambridgeshire (22.7 to 22 million trips) and 9% within Peterborough (11.0 to 10.1 million trips) between 2009/10 and 2016/17.

Air

The key airport for the Cambridgeshire and Peterborough area and the East of England is Stansted Airport, providing a gateway to international destinations. It is the third busiest airport in the wider London region, serving approximately 18 million passengers per year and is well connected to Cambridgeshire and Peterborough by the M11 and A14⁴¹. The airport offers several car parking options, a 24-hour bus service to Cambridge and an hourly rail service connecting the airport to Cambridge, Ely and Peterborough.

There are also other airports nearby which provide useful links for the region. Norwich Airport is located north east of the region making it better located for East Cambridgeshire and Fenland, however services are limited, and it is only accessible by road. Luton and East Midlands Airport are also suitable, particularly for those in the West or North of the Cambridgeshire and Peterborough area.

Heathrow Airport, offering a multitude of international destinations, is accessible by an approximate two-hour road journey from the Cambridgeshire and Peterborough area but lacks any rail connections to the region. London Gatwick is another important airport for international

³⁸ Office for Rail and Road, Station Usage Estimates

³⁹ Department for Transport, Bus statistics

⁴⁰ Department for Transport, Bus statistics

⁴¹ Stansted Airport LTD

destinations and is connected to Peterborough by Thameslink rail services with a journey time of around two hours.

Community Transport

The definition of community transport is broad, it is often provided by voluntary and community sector organisations with both voluntary and paid staff. It can take form in the shape of taxi-card schemes which discount taxi services, Dial-A-Ride services and car sharing or pooling schemes. Statistics for the usage of community transport across the region is not available. However, it has expanded in recent years due to a number of reasons which include public transport cutbacks, reduced commitments by the Health service to provide non-emergency transport, and an increased recognition of community transport as well as changing demographics⁴².

In Cambridge, there are wards where there are high numbers of vulnerable people with limiting conditions, many without access to a car and living a long distance from health services, these flagged wards may have access to transport issues, and are often associated with deprived areas on the peripheries of towns and cities, as well as rural areas. Given the setting of the region, particularly Cambridgeshire, community transport is an essential for those in the rural community which are not serviced by traditional public transport. It also plays a key role in contributing to journeys to health services, particularly hospital appointments. Community transport is important, but not limited to, the following groups of people across the Cambridgeshire and Peterborough region:

- Lone parents
- Young people
- People with disabilities or health issues
- Former offenders
- Older people
- Those in low-income groups
- Those without cars
- Those lacking the knowledge or skills and confidence to use available modes of transport

Users of community transport often highlight the complexity in planning journeys, the length of time and the expense in making journeys. Targeted work to address issues in transport and access to health care for local residents has already been underway within Fenland, led by the district council.

Accessibility

Overall, accessibility to key amenities by public transport in the Cambridgeshire and Peterborough area is generally good, although it does vary by local authority and tends to be better in the cities of Cambridge and Peterborough compared to the rural areas. Within Cambridge and Peterborough 98% and 87% of residents are within 30 minutes of walking or public transport access of a town centre, this falls to just 22% of residents of South Cambridgeshire⁴³. For education, 88% and 95% of residents in Cambridge and Peterborough respectively are within 15 minutes of walking or public transport from a local primary school. In

⁴² JNSA, Access to Transport (2015)

⁴³ Department for Transport, Journey Time Statistics

the more rural districts of South Cambridgeshire and East Cambridgeshire districts this decreases to 77% and 79% respectively.

As identified in the Access to Transport JNSA (2015), the proportions of those with a limiting activity long-term illness and do not have access to a car/van within their household varies throughout the region and by population group (children, working age adults and older people). For the older population, there are small pockets dispersed across the Cambridgeshire region where they do not have access to a car/van and have a long-term illness. In Cambridge, the proportion is highest, however overall car and van ownership is relatively low.

D.10.1.3 Road Network

The Cambridgeshire and Peterborough area is generally well connected by road networks to other parts of the country. The M11 links the region to Stansted, London and the South East. The region is connected to the Port of Felixstowe and the Midlands by the A14, an east to west dual carriageway, and the A1/A1(M) provides a connection to the North of England and London. Cambridge and Peterborough are connected by the A14 and the A1(M) and there is a network of roads which connect the surrounding market towns to the cities.

The A14 is a nationally and internationally important route for Heavy Commercial Vehicles (HCVs) used for freight movements to and from the UK. The A47 also runs from the east to the west and the A11 and M11 from the north to the south, all of which are important freight routes through the region. There has been significant growth in Heavy Goods Vehicles (HGVs) in Cambridgeshire with trunk 'A' roads almost three times the national average and on non-trunk main roads it is 76% above the national average⁴⁴.

The road network in the Cambridgeshire and Peterborough area suffers from congestion in certain areas, particularly at peak times and/or urban areas, which makes the reliability of journey times an issue. Key areas of congestion include the A14 between Huntingdon and Cambridge and the A428 south of St Neots and at Caxton Gibbet. Highways England upgrades are expected to relieve some of these pressures, including the A14 upgrade which is currently under construction and expected for completion in 2020.

The A14, A10 routes into Cambridge are particularly congested and this worsens in the historic centre, particularly on the A1303 and A1307. The ring roads around the city also suffer from congestion. There are five Park and Ride sites in Cambridge, however these are located in or on the edge of highly congested roads. Congestion in Peterborough is less severe, however at peak times the routes into the city, particularly the A47, can become congested and present an issue. Peterborough station and junctions and roundabouts on the A47 and A1139 can experience slow moving traffic. The orbital Parkway Network has also experienced congestion problems.

In terms of road safety in the Cambridgeshire and Peterborough area, there were 39 fatal road incidents in Cambridgeshire in 2016, 38 of which occurred on rural roads⁴⁵. In Peterborough, six fatal incidents occurred in the same time period with five occurring on rural roads.

D.10.1.4 Active Travel

Active travel involves using physical activity, such as walking and cycling, for part or the entirety of a journey. Health benefits are directly linked to active travel as physical activity helps to

⁴⁴ Cambridgeshire County Council, HGVs Policy

⁴⁵ Department for Transport, Road accidents and Safety Statistics

reduce the obesity, cardiovascular diseases, type 2 diabetes and some cancers⁴⁶. There are also indirect benefits for health as active travel can help to improve air quality where it is used in place of private car.

In Cambridgeshire and Peterborough, 44% of people make journeys three times a week by walking and 14% of people cycle at least three times per week⁴⁷. However, walking and cycling levels as a method of transport are varied across Cambridgeshire and Peterborough. Cambridge has the highest proportion of people travelling to work by bicycle across the whole of England at 18%. The other areas in the Cambridgeshire and Peterborough area all fall below 10% for bicycle travel⁴⁸. The Cambridgeshire Transport and Health JNSA for Active Travel⁴⁹ identified that walking is more common in the market towns.

D.10.1.5 Cycling Network

Due to the relatively flat landscape and the multiple regional and national cycle routes, cycling is an attractive way to travel both for work and leisure across the Cambridgeshire and Peterborough area. Cycling rates across the region are higher than the national average, excluding those in Fenland⁵⁰.

There are over 80 miles of cycle lanes in Cambridge and other cycling infrastructure such as multi-story bike parking with 2,850 spaces available. A network of central routes is offered in Peterborough alongside rural routes, including the 45-mile Green Wheel route which loops around the city. Although the cycling mode to work is higher than the national average in Peterborough, it is significantly lower than Cambridge.

D.10.2 Housing

The Cambridgeshire and Peterborough Devolution Deal has enabled £170m investment to fund extra affordable rented housing and shared ownership, including council housing in Cambridge⁵¹. The respective Local Plans outline plans for the delivery of new homes across the planning period, these are as follows:

- Fenland plans to provide 11,000 homes by 2031
- Huntingdonshire will deliver at least 20,100 homes between by 2036
- Peterborough will deliver 25,000 homes between by 2026
- Cambridge and South Cambridgeshire plans to provide 33,500 new homes by 2031
- East Cambridgeshire seeks to provide 11,500 by 2031

These strategic sites will provide over 74,000 new homes, making a significant contribution to the overall housing target. Figure 3 sets out, in broad terms, the strategic sites.

Cambridge and Peterborough are both in the top ten cities nationally for housing growth⁵². However, latest figures indicate planning permissions for 28,507 new homes in Cambridgeshire but only 3,236 (11%) under construction; while for Peterborough there were over 8,188 permitted new homes where construction had not started⁵³.

⁴⁶ Department of Health, On the State of Public Health: Annual Report of the Chief Medical Officer England (2009)

⁴⁷ Department for Transport, Cycling and Walking Statistics

⁴⁸ ONS, Method of Travel to Work (Census, 2011)

⁴⁹ Cambridgeshire Transport and Health JNSA for Active Travel

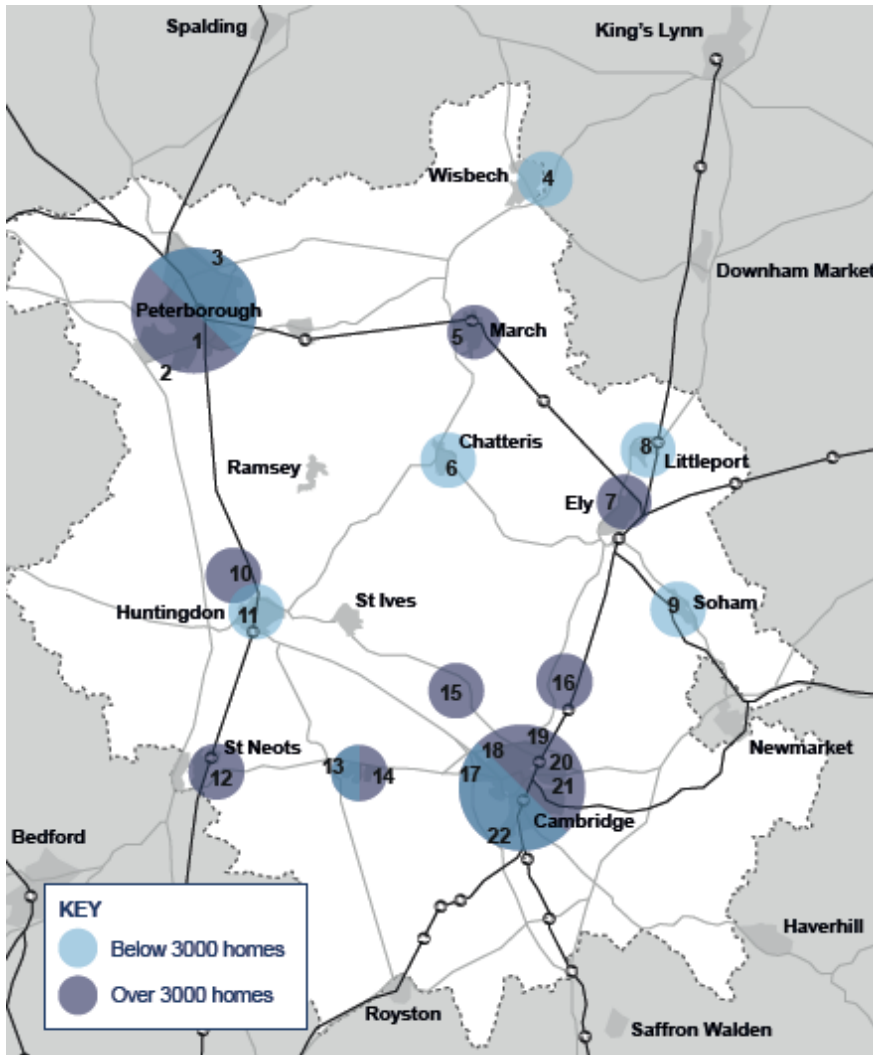
⁵⁰ Department for Transport, Walking and Cycling Statistics

⁵¹ CPCA, Strategic Spatial Framework (Non-Statutory)

⁵² CPCA, Strategic Spatial Framework (Non-Statutory)

⁵³ Annual Monitoring Report 2017, Peterborough City Council

Figure 3: Strategic Development Sites



Source: Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory)

