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Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report
Appendix G - LTP Policy Assessments

May 2019

Cambridgeshire and Peterborough Combined Authority

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Appendices

G. LTP Policy Assessment Tables

The LTP policies have been assessed as part of the SEA process using the assessment methodology described in Chapter 6.1 of the Environmental Report. The assessments tables are presented below.

Scoring Key

Assessment Scale	Significance of Effect
+++	Major positive effect
++	Moderate positive effect
+	Minor positive effect
0	Neutral or no effect
-	Minor negative effect
- -	Moderate negative effect
- - -	Major negative effect
?	Requires further classification at this stage

G.1 Objective 1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues

Table 1: Opening-up Development – Policy Assessment

LTP Policy Theme	1.1 Opening-up Development
LTP Policies	Policy 1.1.1 Deliver strategic transport and complementary connectivity infrastructure Policy 1.1.2 Early engagement with developers Policy 1.1.3 Secure developer contributions for strategic and local infrastructure

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 1.1.1	Policy 1.1.2	Policy 1.1.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	+	+	Policy 1.1.1 has the potential to result in health benefits as it includes projects such as the Cambridge Autonomous Metro (CAM) and improvements to rail links. These have the potential to reduce the reliance on private cars which is likely to improve air quality. However, there are also projects which look to increase capacity of the road network, such as the A47 dualling, which may lead to an increase in vehicle numbers. A mixed positive and negative effect has therefore been identified for Policy 1.1.1. There is potential for Policies 1.1.2 and 1.1.3 to have indirect benefits through well-designed and connected developments. Policy 1.1.3 aims to improve and deliver infrastructure for sustainable develop which may have direct benefits on health in terms of active travel as well as through improved air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	+	++	Given that Policy 1.1.1 includes projects which could reduce the number of cars on the road, the likelihood of accidents occurring is likely to be indirectly reduced. There are also projects which aim to increase capacity of the road network which have the potential to improve safety. However, if the improvements to the road network attract more vehicles then there may be negative effects on the health and safety of the road network. Policies 1.1.2 and 1.1.3 are all likely to have minor positive effects through ensuring developers properly plan transport infrastructure and connections for new developments. Policy 1.1.3 also aims for developments to be accessed in a safe manner which is likely to reduce risk of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	+	++	Policy 1.1.1 is likely to have major positive effects on improving accessibility. The road schemes will likely help to reduce congestion therefore making the road network more efficient. The CAM project will likely provide an additional sustainable transport link as well as the East West Railway which will open up links between Bedford area and Cambridge and also introduce a direct link between Oxford and Cambridge to improve journey times. Policy 1.1.2 promotes communication with developers throughout the planning process ensuring developers plan for appropriate phasing of the development and to allow for future growth such as improved accessibility. Policy 1.1.3 aims to improve existing or create new infrastructure as well as improve sustainable modes of transport therefore moderate positive effects have been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	++	Policy 1.1.1 will likely contribute to economic growth as the project will help to improve accessibility and open up new links for employment and business opportunities. Policy 1.1.2 and 1.1.3 ensure new developments are well-connected through sustainable transport modes. This will help connect housing developments with employment centres and improve the efficiency of the transport network.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	- / ++	+	++	Policy 1.1.1 is likely to have mixed effects. The projects which aim to improve the road network may encourage more trips to be made by car therefore minor negative effects have been identified. However, the policy also includes projects which aim to promote and improve the public transport offer for local users as well as reducing the reliance on private car, therefore reducing road congestion. Policy 1.1.2 promotes communication with developers throughout the planning process to ensure developers plan for appropriate phasing of development and future growth to potentially avoid congestion. Policy 1.1.3 sets out to ensure that there are no exemptions for developments in terms of mitigating against their impact on the transport network which will likely help to avoid any congestion issues. It also aims to improve sustainable modes of transport.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / - -	0	? / -	Policy 1.1.1 has the potential to negatively affect biodiversity as some of the projects have the potential to negatively impact designated sites. The CAM project also crosses the Cambridge Greenbelt. The reinstatement and introduction of new railways could create a barrier effect. Policy 1.1.2 is unlikely to affect biodiversity or geodiversity. There may be indirect positive effects as a result of Policy 1.1.3 as it aims to improve and deliver infrastructure and services for sustainable modes of transport therefore potentially reducing the number of cars on the road. However, the location of the new infrastructure or improvements to existing may be in the proximity of designated sites and may require land-take which could potentially lead to the loss of biodiversity.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	0	? / -	There is potential for negative effects on the historic environment as a result of the projects included within Policy 1.1.1. There is potential for the setting of conservation areas, listed buildings and other historic assets to be affected. Policy 1.1.2 is unlikely to affect the historic environment. Depending on the location of infrastructure improvements, Policy 1.1.3 may negatively affect the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	0	? / -	Policy 1.1.1 has the potential to negatively affect the landscape given that it includes projects which will create new rail links. This could therefore alter open country-side and affect the setting of such areas. However, there may also be improvements to townscapes as some projects may reduce congestion and the number of vehicles on the road. Policy 1.1.2 is unlikely to affect the landscape. Depending on the location and extent of infrastructure improvements, Policy 1.1.3 may negatively affect the landscape through land-take in agricultural areas or open countryside.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / - -	0	? / -	There is likely to be land-take required as a result of a number of the projects included in Policy 1.1.1. These projects also have the potential to impact agricultural land, for example the A47 project passes through Grade 1 and 2 agricultural land and will require land take for the dualling. Policy 1.1.2 is unlikely to affect soils. Policy 1.1.3 has the potential to affect soils through land-take, however this will depend on the exact location, design and extent of infrastructure improvements.
10. Protect and enhance the quality of the water environment	? / -	0	? / -	Policy 1.1.1 and 1.1.3 have the potential to affect the water environment as transport infrastructure improvements have the potential to increase the impermeable surface area which can lead to an increased risk of contaminated run-off. Policy 1.1.2 is unlikely to affect the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	0	? / -	Policy 1.1.1 and 1.1.3 have the potential contribute to flood risk through increasing the impermeable surface with new or improvements to existing transport infrastructure. A number of the projects within Policy 1.1.1 are within Flood Zone 2 and 3, and are therefore at a higher risk of flooding. The location of the improvements in Policy 1.1.3 are unknown at present, however may also be in areas at high risk of flooding. There are unlikely to be effects on flood risk as a result of Policy 1.1.2.
12. Protect and improve local air quality, particularly in the AQMAs	- / ++	+	+	Policy 1.1.1 may lead to an increase in the number of vehicles through improvements to the road network, however these improvements also have the potential to reduce congestion which is likely to benefit air quality. The policy also contains projects which aims to promote sustainable modes of transport, therefore reducing the reliance on private car. Policies 1.1.2 and 1.1.3 aim to ensure new developments are well-connected through sustainable transport modes which may help reduce air quality issues associated with vehicle emissions.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	+	+	There is potential for GHG reductions as a result of Policy 1.1.1 as it aims to reduce congestion, however it may also lead an increased in vehicle number therefore a mixed effect has been identified. Policies 1.1.2 and 1.1.3 All the policies aim to ensure new developments are well-connected through sustainable transport modes which may help reduce GHG emissions from vehicles.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	0	? / -	Policy 1.1.1 and 1.1.3 may have effects given that there is potential for the impermeable surface area to be increased. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 1.1.1	Policy 1.1.2	Policy 1.1.3	
				climate change effects. Policy 1.1.2 may have an indirect positive effect, as early engagement with developers could include consideration of future climate change effects within scheme design, however, this has been scored as neutral as the policy does not specify what early engagement will cover.
15. Maximising the use and lifespan of existing transport infrastructure	+	0	+	Policy 1.1.1 is likely to maximise the use of the road network as it includes projects which aim to improve capacity. It also includes projects which aim to maximise the use of the public transport network, such as improvements to rail stations and the introduction new infrastructure. Policy 1.1.3 has the potential to increase the use and lifespan of existing infrastructure. Policy 1.1.2 is unlikely to have effects.

Summary:

All the policies aim to enable development to allow the Combined Authority region to grown. All the policies will likely increase accessibility and contribute to local economic growth. There are likely to be benefits for health through air quality improvements. There may be a reduction in the use of car as result of Policy 1.1.1 and 1.1.3 therefore helping to reducing congestion, however a number of projects within Policy 1.1.1 may lead to an increase in vehicle numbers by improving the capacity of the road network. There may be effects on flood risk as a result of the projects included within Policy 1.1.1, and the potential infrastructure improvements as part of Policy 1.1.3, as they may lead to an increase in the impermeable surface area. A number of the projects are also located in areas at a higher risk of flooding. Appropriate drainage will need to be considered alongside these projects. There is also potential for negative effects on the historic environment, the landscape, soils, the water environment and climate resilience as a result of Policy 1.1.1 and 1.1.3.

G.2 Objective 2: Connect all new and existing communities sustainable so all residents can easily access a good job, spreading the region's prosperity

Table 2: Connecting Developments Sustainability – Policy Assessment

LTP Policy Theme	2.1 Connecting Developments Sustainability
LTP Policies	Policy 2.1.1 Support the provision of sustainable connectivity to and within developments Policy 2.1.2 Ensure developers provide sufficient transport infrastructure capacity to support and meet all the necessary requirements arising from their proposed development Policy 2.1.3 The design of parking (see also policy theme 19)

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 2.1.1	Policy 2.1.2	Policy 2.1.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	++	++	Policy 2.1.1 aims to encourage developments to reduce the need to travel, particularly for long distances. This could lead to air quality improvements by reducing the number of vehicle journeys and has the potential to result in improvements for health. Policy 2.1.1 also aims to improve accessibility, especially for those with mobility issues, and Policy 2.1.2 aims for the provision of safe, convenient and sustainable access for all user groups. This has the potential to benefit health and well-being of the local population by opening up social and recreational opportunities. Policy 2.1.2 may also have health benefits as it includes requirements for the provision of electric charging which could also reduce vehicle emissions and therefore health benefits. Policy 2.1.3 may have benefits for health as it promote the provision of parking spaces for Blue Badge holders as well as promoting a better of quality of life throughout communities. It also aims to promote the use of electric and other ultra-low emission vehicles which is likely to have benefits for health through improved air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	++	++	There is likely to be indirect positive effects on the health and safety of the transport network as Policy 2.1.1 aims to reduce the need for travel and therefore reduces the likelihood of accidents. Policy 2.1.2 aims to ensure developers make the provision for safe access to and from, and within, the development site. It also aims to mitigate residual cumulative impacts on any element of the transportation network including highway safety. Moderate positive effects have been identified for Policy 2.1.2. Policy 2.1.3 is likely to have moderate positive effects given it aims to ensure parking design is safe for all road users and ensure proximity of spaces for Blue Badge holders in relation to key services.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	+	Policy 2.1.1 will improve accessibility for those with mobility issues and aims to promote the co-development of transport schemes with key stakeholders which is likely to encourage connected development. There is likely to be positive effects on improving accessibility to key services as a result of Policy 2.1.2 as it aims to make provision for convenient and sustainable access to, from and within a development site. Policy 2.1.3 will improve accessibility to key services and amenities for Blue Badge holders by making provisions for parking spaces in close proximity.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	+	Given that all the policies will increase accessibility, there is likely to be benefits for the local economy as opportunities to access services and employment opportunities will be increased. Minor positive effects have therefore been identified.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	++	++	Policy 2.1.1 is likely to have a moderate positive effect on road traffic congestion as it aims to reduce the need to travel, reducing the number of vehicles and therefore congestion in cities and market towns. It also aims to provide digital infrastructure to allow key services and amenities to be accessed remotely whilst also promoting sustainable transport which will help to reduce congestion. Policy 2.1.2 aims to make provisions for sustainable transport which is likely to reduce road traffic. Policy 2.1.3 also aims to promote public transport as well as walking and cycling infrastructure therefore moderate positive effects have been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	There may be indirect positive effects on biodiversity from all the policies due to their potential to reduce the use of private car.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	The policies are unlikely to affect the historic environment therefore a neutral effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	+	+	Policy 2.1.1 has the potential to reduce the need to travel which will prevent the number of vehicles entering and travelling in and around cities and market towns therefore indirectly improving the townscape. Policy 2.1.2 also aims to promote sustainable travel therefore the reliance on private cars which has the potential to improve the townscape. Policy 2.1.3 also has the potential to improve the townscape by making key services more accessible for Blue Badge holders as well as promoting a better quality of life in the region's communities.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	There is unlikely to be any effects on the soils as a result of the policies therefore a neutral effect has been identified.
10. Protect and enhance the quality of the water environment	0	0	0	By reducing the number of vehicles on the road, through reducing the needs to travel and promoting sustainable and low-emission travel, the policies have the potential to have indirect benefits on the water environment. However, effects are likely to be insignificant therefore a neutral effect has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	There is unlikely to be any effects on flood risk as a result of the policies therefore a neutral effect has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	++	++	Policy 2.1.1 has the potential to improve air quality through reducing the need to travel completely by providing digital infrastructure and also aims to promote sustainable transport infrastructure. Policy 2.1.2 also aims to promote sustainable transport and includes provisions for electric vehicles charging facilities which therefore have the potential to results in air quality benefits. Policy 2.1.3 will likely promote walking and cycling as well as promoting electric and low emission vehicles.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	+	There is likely to be a reduction in GHG emissions as a result of all three policies. Policy 2.1.1 aims to reduce the number of vehicles on the road, therefore reducing congestion and emissions. Policy 2.1.2 and 2.1.3 both aim to promote sustainable forms of transport including making provisions for electric and low emissions vehicles.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	The policies are unlikely to affect climate resilience therefore a neutral effect has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	+	All three policies will help to reduce the reliance on private car by promoting sustainable forms of travel, including active modes as well as electric and low emission vehicles. This will likely maximise the use of transport infrastructure by helping to limit congestion.

Summary:

All three policies will likely lead to benefits for health of the local community through air quality improvements as well as through increasing accessibility for all user groups to employment, social and recreational opportunities. There is likely to be a reduction in road traffic congestion as a result of the policies, particularly Policy 2.1.1 which aims to prevent the need to travel. Positive indirect effects have also been identified for the health and safety of the road network given that there is potential for the number of cars to be reduced, therefore reducing the likelihood of accidents. However, Policies 2.1.2 aims to mitigate residual cumulative impacts on any element of the transportation network including highway safety and Policy 2.1.3 aims to ensure parking design is safe for all road users and ensure proximity of spaces for Blue Badge holders in relation to key services, therefore direct positive effects are anticipated for the health and safety of the road network. There is also potential for indirect positive effects on biodiversity through the policies potential to reduce the number of cars on the road. Air quality is likely to improve as well as potential for reductions in GHG emissions.

Table 3: Expanding Labour Markets – Policy Assessment

LTP Policy Theme	2.2 Expanding Labour Markets
LTP Policies	Policy 2.2.1 Support measures to reduce peak demand on the highway network Policy 2.2.2 Improve the accessibility and connectivity of our public transport links to expand our labour market catchments Policy 2.2.3 Invest in our highway network to improve accessibility

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 2.2.1	Policy 2.2.2	Policy 2.2.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	++	- / +	There will likely be positive effects to health through Policy 2.2.1 which aims to promote more sustainable transport use through walking and cycling infrastructure. Policy 2.2.2 will likely also provide some moderate health benefits by improving bus and rail links and frequencies therefore opening access to health services, social activities and other key services. There may also be a reduced reliance on private car as a result of improved public transport therefore resulting in air quality improvements with subsequent health benefits. The road capacity improvement project as part of Policy 2.2.3 may result in mixed effects as there is potential for congestion to be reduced, however there may be an increase in the number of vehicles.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	- / +	Policy 2.2.1 will likely present moderate benefits to health and safety in the transport network by aiming to reduce the need to travel and reduce road use and congestion by improving walking and cycling infrastructure. Policy 2.2.2 may also reduce congestion and road use by cars through improving rail and bus networks, therefore indirect improving the safety of the road network. Policy 2.2.3 may present similar benefits by upgrading existing roads, however if there is an increase in vehicle numbers as a result of the projects, there may be an additional risk of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	+++	++	Policy 2.2.1 will have positive effects through promotion of sustainable transport and expansion of park and ride facilities, increasing accessibility by different transport modes. Policy 2.2.2 will significantly increase accessibility by widening the public transport offering through the Cambridge Autonomous Metro and new railway lines. There is likely to be moderate benefits from the road upgrade projects as part of Policy 2.2.3 as it will increase capacity, reduce congestion and provide additional links.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+++	+++	Policy 2.2.1 may result in some economic benefits by reducing congestion, however benefits are unlikely to be as significant as those resulting from Policy 2.2.2 and 2.2.3. Improved railway and public transport links as part of Policy 2.2.2 will likely boost economic growth, making the region more accessible and competitive, opening up new economic and employment opportunities. The upgrades as part of Policy 2.2.3 will also likely contribute to economic growth as the projects aim to improve accessibility to services and create a more efficient transport network. The upgrades to the road links as part of Policy 2.2.3 will improve links between the Combined Authority, London, Oxford as well as with the wider highway network.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	++	- / ++	Policy 2.2.1 will likely improve road traffic and congestion by reducing the need to travel and promoting the use of sustainable transport modes. Improved public transport links as part of Policy 2.2.2 will help to reduce the reliance on private cars, therefore reducing congestion. Policy 2.2.3 has the potential to improve congestion by creating new and improved road links, however they may attract additional vehicles and therefore worsen congestion. A mixed effect has therefore been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	? / - -	? / - -	There may be indirect positive effects from all the policies due to the reduce use of private cars. Policy 2.2.1 includes park and ride site expansions which could have effects on ecology depending where these are located. Policy 2.2.2 has the potential for negative effects. The reinstatement of and introduction of new railways have the potential to create a barrier effect and there may be a loss of biodiversity from land-take, although dependent on exact locations. The CAM has the potential to impact multiple designated sites: including LNRs and SSSIs. The project also crosses the Cambridge Greenbelt. There is potential for ecologically designated sites to be affected by the transport infrastructure works proposed as part of 2.2.3. There is likely to be significant land take required which will result in a loss in biodiversity. Given that the exact location of some of the projects is unknown, effects are uncertain but there is potential for negative effects.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	? / - -	? / -	The park and ride expansions proposed under Policy 2.2.1 could have the potential to affect the historic environment or archaeology depending where they are located. Policy 2.2.2 has the potential to affect the setting of the historic environment during the construction of works. However, the significance of the effect will be dependent on exact routes for the new railways. The CAM project has the potential to impacts multiple listed buildings ranging from Grade I, II to II* at various locations along the route. There are multiple scheduled monuments within 100m; multiple conservation areas and multiple registered parks and gardens are within close proximity of the scheme and could be potentially affected. In addition, there is potential for negative impacts on buried archaeology. Policy 2.2.3 has the potential to affect the historic environment given the proximity to listed buildings and scheduled monuments. The exact location for a number of the projects is unknown therefore effects are uncertain.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	? / - -	? / - -	The park and ride expansions proposed under Policy 2.2.1 could have the potential to affect the landscape depending on where they are located. Effects from Policy 2.2.2 will be dependent on the exact location of new rail routes. However, there is potential for negative effects on the landscape, as these areas may currently be open countryside. The CAM project is also likely to negatively affect the landscape as it will involve new routes. There is likely to be effects on the landscape as a result of Policy 2.2.3 given the changes proposed to the road network involve a new road crossing as well as junction, and new road infrastructure, some of which are likely to occur in open countryside.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	? / -	? / -	The park and ride expansions proposed under Policy 2.2.1 could have the potential to affect soils and agricultural land depending on where they are located. Policy 2.2.2 will likely result in land-take given the proposal of new railways, however effects will be dependent on the exact location of new rail routes. There is potential for negative effects due to loss of agricultural land. For example, there is likely to be loss of agricultural land due to the East West railways. The CAM project could impact on Grades 2, 3 and 4 land. Upgrading of road networks for Policy 2.2.3 may have a negative effect on soil quality. There is likely to be land-take required for a number of the projects which are located in a variety of grade of agricultural land, including Grade 1, 2 and 3.
10. Protect and enhance the quality of the water environment	? / -	? / -	? / -	The implementation of cycling infrastructure in Policy 2.2.1 and improvement of the bus and rail networks in Policy 2.2.2 may provide minor indirect benefits to the water environment due to reduced cars on roads. However, these is likely to be negligible therefore a neutral effect has been identified. Given that all the policies are likely to increase the impermeable surface area through new transport infrastructure, there is potential for the water environment to be affected through contaminated run off. Appropriate drainage will need to be considered.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	? / -	? / -	The park and ride expansions proposed under Policy 2.2.1 will increase the amount of hardstanding and could affect flood risk. The new railways as part of Policy 2.2.2 have the potential to lead to an increased impermeable area and have the potential to be susceptible to flood. Exact locations of the East West railway is unknown therefore effects are uncertain. The CAM project passes through multiple main rivers and drains and crosses within flood zones 2 and 3 at multiple points around Cambridge city. It is anticipated that some permanent land-take is required which will increase the flood risk for certain areas along the metro route. Policy 2.2.3 has the potential to contribute to the risk of flooding by increasing the impermeable surface area. A number of projects are located within Flood Zone 1 and 2 and are therefore also at risk of flooding. The location of the Third River Crossing is currently unknown.
12. Protect and improve local air quality, particularly in the AQMAs	++	+++	- / +	Policy 2.2.1 will help to tackle congestion and promote sustainable and active modes of transport therefore potentially resulting in air quality improvements. Policy 2.2.2 will also likely reduce the reliance on private car and therefore potentially resulting in air quality improvements. Policy 2.2.3 has the potential to reduce congestion and therefore improvement air quality, however it may also increase journey numbers made by vehicles therefore reducing air quality. Mixed effects have been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	+++	- / +	Policy 2.2.1 will help to tackle congestion and promote sustainable and active modes of transport therefore potentially resulting in GHG emission reductions. Policy 2.2.2 will likely reduce the reliance on private car and therefore potentially result in GHG emission reductions. Policy 2.2.3 has the potential to reduce congestion and therefore reduce GHG emissions, however it may also increase journey numbers made by vehicles therefore increasing GHG emissions. Mixed effects have been identified.

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 2.2.1	Policy 2.2.2	Policy 2.2.3	
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	? / -	? / -	The policies have the potential to effect resilience as new hardstanding areas which will increase run-off rates. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	- / +	- / +	Policy 2.2.1 aims to maximise the effectivity use of the road network by reducing congestion. It also aims to promote the use of public and active transport as an alternative to car travel. Policy 2.2.2 aims to maximise the use of the railway; however, it does involve the construction of new transport infrastructure therefore a mixed effect has been identified. Policy 2.2.3 aims to improve the capacity and efficiency of the road network; however, the projects require the construction of new transport infrastructure therefore a mixed effect has been identified.

Summary:

Policies 2.2.2 and 2.2.3 have the potential to significantly increase accessibility within the region and also provide additional links to a wider area. This is likely to have benefits for the economy, making the region more attractive for business as well as providing new opportunities for employment and driving growth through improved public transport and road access. Health benefits may also occur from improved accessibility. The policies are also likely to result in air quality improvement and reductions in GHG emissions through reduce congestions and the promotion of public transport. There is potential for the policies to have negative effects on biodiversity, the historic environment, the landscape and townscape, the water environment and flooding given they include proposals to construct new transport infrastructure.

G.3 Objective 3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports

Table 4: Accessing Ports and Airports - Policy Assessment

LTP Policy Theme	3.1 Accessing Ports and Airports
LTP Policies	Policy 3.1.1 Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail Policy 3.1.2 Support improved road and rail connectivity to nearby airports, in particular at Stansted Policy 3.1.3 Support the regions' visitor economy through efficient passenger connectivity at Harwich Policy 3.1.4 Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 3.1.1	Policy 3.1.2	Policy 3.1.3	Policy 3.1.4	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	0	+	Policy 3.1.1 aims to promote the use of rail for freight, Policy 3.1.2 aims to promote train travel to airports and Policy 3.1.4 aims to encourage more sustainable modes of transport for employees. These are likely to reduce the number of journeys made by HGVs and other vehicles, therefore improving air quality and resulting in health benefits. No effects have been identified for Policy 3.1.3.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	0	+	By reducing the number of journeys made by vehicles on the road, Policies 3.1.1, 3.1.2 and 3.1.4 have the potential to indirectly reduce the risk of accidents and improve the safety of the transport network. It is unlikely Policy 3.1.3 will have any effects.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	++	++	++	Policy 3.1.2 aims to improve the frequency of rail links of the Combined Authority with the airports therefore improving accessibility to and from the region. Policy 3.1.3 will also improve connectivity of the region, particularly the port at Harwich, and Policy 3.1.4 aims to improve the accessibility of the airport for employees. No effects have been identified for Policy 3.1.1.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	+++	+++	+	Policy 3.1.1 will likely result in more efficient freight links to region, potentially making it more attractive for new businesses as well as benefits existing business. By improving the connectivity to airports and ports, Policy 3.1.2 and 3.1.3 will likely make the region more accessible and attractive to international tourists which could result in a boost for the local economy. There is likely to be minor positive benefits to the economy from improving links to the airports for employees.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	++	0	++	Policy 3.1.1 aims to promote rail freight which is likely to alleviate congestion on the road network. Policy 3.1.2 also aim to make the use of rail more attractive for journeys to and from airports and also aims to support highway improvements which both are likely to alleviate congestion. Policy 3.1.4 aims to promoting sustainable modes of transport, such as car share schemes and public transport, therefore also potentially reducing congestion particularly for individual car journeys. No effects are anticipated for Policy 3.1.3.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / - -	? / - -	0	0	Policy 3.1.1 includes the Ely Junctions Rail Improvements Package at the Ely North Junction which is adjacent to the Ely Pits and Meadows SSSI. There is potential for negative effects on the biodiversity of this site, however this will be dependent on the nature and scale of the works. Additional railway works are also included as part of Policy 3.1.1 which could lead to loss of biodiversity. Policy 3.1.2 includes improvement to the M11 in the Cambridge area which also has the potential to negatively affect biodiversity due to the widening of the road. There are a number of SSSIs and an LNR which could be affected by the works, but this will be dependent on the extent and exact location. There is potential for Policy 3.1.4 to reduce the reliance on private cars for employees commuting to the airport which may have indirect positive effects on biodiversity, however this is likely to negligible therefore no effects have been identified. No effects are anticipated for Policy 3.1.3.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	? / -	0	0	There are no historic assets adjacent to the Ely North Junction therefore it is unlikely that there will be any effects. However, there may be potential for negative effects depending on the extent of the work included within Policy 3.1.1. There are a number of listed buildings and scheduled monuments along the M11 and the setting of these may be affected by the works. No effects are anticipated for Policy 3.1.3 and 3.1.4.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	? / -	0	0	There is potential for Policy 3.1.1 to have a negative effect on the landscape, however this will be dependent on the extent of the work carried out at Ely North Junction. There is also potential for the landscape to be changed by the doubling of railway tracks and junction improvements as part of Policy 3.1.1. There is likely to be changes to the landscape as part of the M11 improvements in Policy 3.1.2, however the significance will be dependent on the extent of works. No effects are anticipated for Policy 3.1.3 and 3.1.4.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	? / -	0	0	Policy 3.1.1 has the potential for negative effects, however this will be dependent on the extent of the works. Ely North Junction is location in an area of non-agricultural land, but the doubling of tracks is likely to lead to the permanent loss of soils/agricultural/greenfield land. There is also potential for the junction improvements to lead to permanent land-take. The M11 improvements as part of Policy 3.1.2 will likely take place within the Cambridge Greenbelt and agricultural land of Grade 1 and 2. It is likely it will lead to permanent land take from the widening of the road, the significant of which will be dependent on the extent of the works. No effects are anticipated for Policy 3.1.3 and 3.1.4.
10. Protect and enhance the quality of the water environment	? / -	? / -	0	0	The Ely North Junction is adjacent to the River Great Ouse therefore contamination from run-off is possible as a result of the works. There is also potential for the additional work on the railway network and highway junction improvements to lead to negative effects for the water environment from contaminated run off. The M11 is also adjacent to and crosses a number of waterbodies, including the River Cam, which may be affected by contaminated run off. Appropriate drainage will be required. No effects are anticipated for Policy 3.1.3 and 3.1.4.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	? / -	0	0	Policy 3.1.1 has the potential to contribute to the risk of flooding. The Ely North Junction is located in an area benefitting from flood defences, however depending on the extent of the work there may be an increase in the impermeable area therefore increasing the risk of flooding. Policy 3.1.2 will also likely lead to an increase in the impermeable surface, contributing to flood risk. The M11 is predominately in Flood Zone 1 around Cambridge but it does cross over into Flood Zones 2 and 3. No effects are anticipated for Policy 3.1.3 and 3.1.4.
12. Protect and improve local air quality, particularly in the AQMAs	++	++	0	+	It is likely that Policy 3.1.1 will lead to an improvement in air quality through promoting the use of rail for freight transport and decarbonisation of freight transport. There is also potential for Policy 3.1.2 to result in air quality benefits as improvements to rail and coach services may reduce the reliance on private cars for accessing airports. By promoting more sustainable modes of transport for employees, Policy 3.1.4 also has the potential to result in air quality improvements. No effects are anticipated for Policy 3.1.3.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	++	0	+	By promoting rail as a method of freight transport, rather than road, there is potential for Policy 3.1.1 to reduce GHG emissions. Policy 3.1.1 also aims to promote the use of decarbonised road freight which will contribute to the reduction of GHG emissions. There is also potential for Policy 3.1.2 to result in a reduction in GHG emissions as improvements to rail and coach services may reduce the reliance on private cars for accessing airports. By promoting more sustainable modes of transport for employees, Policy 3.1.4 also has the potential to in reductions in GHG emissions. No effects are anticipated for Policy 3.1.3.

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 3.1.1	Policy 3.1.2	Policy 3.1.3	Policy 3.1.4	
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	? / -	0	0	Policy 3.1.1 and Policy 3.1.2 have the potential to effect resilience as new hardstanding areas will increase run-off rates, however this will depend on the extent of works. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects. No effects are anticipated for Policy 3.1.3 and 3.1.4.
15. Maximising the use and lifespan of existing transport infrastructure	++	++	++	++	All four policies aim to improve and enhance the road and rail network to ensure efficiency therefore maximising its use and improvements will likely extend the lifespan of the network.

Summary:

All four policies have the potentially to contribute to economic growth in the area, particularly Policies 3.1.1, 3.1.2 and 3.1.3. Accessibility within the region and also to other areas within the country as well as international destinations will be improved as a result of these policies. This will likely lead to benefits for the local economy with Policies 3.1.1, 3.1.2 and 3.1.3 particularly contributing to this. Policies 3.1.1, 3.1.2 and 3.1.4 also have the potential to improve air quality and reduce GHG emissions which could also result in health benefits. Given that Policy 3.1.1 and 3.1.2 includes measures to upgrade both rail and road infrastructure there is potential for negative effects on biodiversity, the historic environment, landscape, soils, the water environment and flooding

Table 5: Supporting the Local Visitor Economy – Policy Assessment

LTP Policy Theme	3.2 Supporting the Local Visitor Economy
LTP Policies	Policy 3.2.1 Improving connectivity to international gateways and larger centres Policy 3.2.2 Delivering an integrated transport network navigable by passenger who are visiting the region for the first time Policy 3.2.3 Delivering sustainable transport connectivity to tourist destinations in rural areas Policy 3.2.4 Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 3.2.1	Policy 3.2.2	Policy 3.2.3	Policy 3.2.4	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	+	+	The four policies aim to improve the public transport network, especially for tourists, making it more attractive and easier to use and therefore potentially leading to a reduction in the use of private cars/hire cars. This could lead to indirect benefits for health from improved air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	+	There is unlikely to be any direct effects on the health and safety on the road network through improvements to the public transport network for tourism. However, by improving public transport facilities, the number of cars on the road will potentially be reduced and indirectly reduce the likelihood of accidents Tourists from other countries may be less familiar or confident about driving in the UK, therefore encouraging them to use public transport rather than hire cars may reduce accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	+	++	+	Policies 3.2.1 and 3.2.3 will increase the connectivity of the region's public transport to key entry points and rural tourist destinations. This will make access easier for visitors but will also have benefits for residents when having days out, going on holiday, or travelling for business. Policy 3.2.2 will make travelling by public transport easier and more navigable for visitors and local communities, therefore improving accessibility. Policy 3.2.4 will ensure coaches don't affect access for other road users and will also enable coach travel to continue as a viable transport option.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	+	+++	++	Policy 3.2.1 will likely increase the accessibility of the region from other UK locations as well as international destinations, making it more attractive for tourists and therefore contributing to economic growth. It may also have benefits for business travel connectivity. Policy 3.2.3 will open up rural areas for tourism through the delivery of rural travel hubs. Policy 3.2.4 will aim to ensure key destinations and key attractions are accessible. Policy 3.2.2 aims to ensure first time visitors are able to travel with ease, potentially making it more attractive for return visits.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	+	+	By improving the connectivity and accessibility of the transport network for visitors, there is likely to be a reduction in private car. Road traffic and congestion will likely be reduced.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	0	The policies have the potential to result in indirect benefits for biodiversity due to a reduction in car use and increased access leading to increased visitor numbers which could have benefits for the maintenance, protection and public awareness of ecological areas. Demands of tourism, for example visitors to ecological designated sites, will need to be balanced with ecological protection to avoid damage to these areas.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	The policies have the potential to result in indirect benefits for the historic environment due to a reduction in car use and increased access leading to increased visitor numbers which could have benefits for the maintenance, protection and public awareness of heritage assets. Demands of tourism, for example visitors to heritage sites, will need to be balanced with heritage protection to avoid damage to these areas.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	?	0	All the policies aim to encourage visitors to the area by making it easier to travel to the regional and to key tourism sites by public transport. An increase in visitor numbers may affect the landscape, especially in more rural, tranquil areas. The effects of the rural transport hubs on the landscape will be dependent on their exact location and the nature of the infrastructure.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	?	0	Policy 3.2.1, 3.2.2 and 3.2.4 are unlikely to have any effect on soils. There is unlikely to be any effects on soils as a result of the station upgrades included in Policy 3.2.3, however the development of rural travel hubs have the potential to affect soils due to land take. The effects will be dependent on their exact location and the nature of the infrastructure.
10. Protect and enhance the quality of the water environment	0	0	0	0	The policies have the potential to reduce the use of private car which could lead to indirect positive effects on the water environment. However, these are likely to be negligible therefore neutral effects have been identified. The March and Manea train station improvements as part of Policy 3.2.3 are unlikely to have an effect on the water environment as they will take place on already development land in an urban area.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	There are unlikely to be any effects from Policy 3.2.1, 3.2.2 and Policy 3.2.4. The train station improvements included as part of Policy 3.2.3 at March and Manea will take place on already developed land and are unlikely to contribute to increased flood risk. The new Soham station is adjacent to an area benefitting from flood defences. It will increase the impermeable area, but it is assumed that appropriate mitigation would be included in any designs.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	+	+	There is potential for the policies to reduce the use of private car/hire cars therefore resulting in benefits for air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	+	+	There is potential for the policies to reduce the use of the private car/hire cars therefore resulting in a reduction of GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	There is unlikely be any effects on climate resilience as a result of the four policies.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	+	+	All four policies aim to maximise the use of existing infrastructure. By undertaking the station enhancements outlined in Policy 3.2.4, public transport use will be more attractive, and usage will likely increase and by reinstating the station at Soham the use of the existing railway is likely to be maximised.

Summary:

The four policies aim to improve the public transport network, especially for tourists, making it more attractive and easier to use and therefore potentially leading to a reduction in the use of private cars/hire cars. This would have benefits for air quality and health, GHG emissions reduction, congestion, and road health and safety. The policies will increase the connectivity and accessibility of the region's public transport to key entry points and rural tourist destinations. This will make access easier for visitors but will also have benefits for residents when having days out, going on holiday, or travelling for business. This will contribute to economic growth, especially through the tourism industry and may also have benefits for business travel connectivity. The policies have the potential to result in indirect benefits for biodiversity and the historic environment due to a reduction in car use and increased access leading to increased visitor numbers which could have benefits for the maintenance, protection and public awareness of these areas. However, demands of tourism, for example visitors to designated sites, will need to be balanced with ecological/heritage protection to avoid damage to these areas.

Table 6: Supporting Business Clusters – Policy Assessment

LTP Policy Theme	3.3 Supporting Business Clusters
LTP Policies	Policy 3.3.1 Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad Policy 3.3.2 Improve local connectivity to bring firms and organisations in our towns and cities closer together

SEA Objectives	LTP Policy Assessment		Summary of Effects
	Policy 3.3.1	Policy 3.3.2	
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	+	The A1 and the A428 projects included in Policy 3.3.1 will likely lead to increase capacity of the road network. This has the potential to increase the number of vehicles which could have detrimental effects on health through reduced air quality. However, the policy also aims to improve the rail work which could lead to reduced vehicle numbers. A mixed effect has therefore been identified. Policy 3.3.2 aims to invest in active travel infrastructure which will likely result in health benefits. It also aims to promote public transport which may also improve air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	The upgrades to the road network as part of Policy 3.3.1 may result in improved safety of the road. Both policies may result in a reduction in the number of vehicles on the road due to improved public and active transport infrastructure therefore indirectly reducing the risk of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	+++	The A1 upgrades will improve the road network links within the Combined Authority, as well as with London. The A428 improvements will also provide a new link between Cambridge, Oxford and Milton Keynes and improving rail networks will also increase accessibility through more frequent and reliable services. A major positive effect has therefore been identified for Policy 3.3.1. Policy 3.3.2 will also increase access through active and public transport links.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	+++	The upgrades to the road links as part of Policy 3.3.1 are also likely to contribute to economic growth given the improved links between the Combined Authority, London, Oxford as well as with the wider highway network. Policy 3.3.2 aim to create active and sustainable transport links between employment sites, helping to create business clusters which is likely result in major positive economic effects.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	- / ++	++	Upgrades and capacity improvements to the identified section of the A1 and the improved link of the A428 is likely to improve and alleviate congestion, however there may an increase in the number of vehicles as a result of the project. The improvements to the rail network may also result in a reduction in the number of vehicles on the road therefore reducing congestion and promoting public transport. A mixed moderate positive and minor negative effect has therefore been identified. Policy 3.3.2 also aims to promote active and sustainable transport modes which should also help to reduce road congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / - -	?	There are several SSSIs and LNRs in proximity to the section of the A1 between Baldock and Brampton and there are also SSSIs which may be affected by the A428 improvements. Negative effects on biodiversity could occur during the construction of the project. An increase in the number of car journeys as a result of the project may also have indirect negative effects on biodiversity, however improvements in the rail network could result in a reduction in car travel. Policy 3.3.2 may also result in indirect positive effects for biodiversity, however there may be additional effects depending on the exact location of infrastructure therefore effects are uncertain.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	?	There are multiple listed buildings and scheduled monuments alongside the A1 project section and there is also potential for listed building to be affected as a result of the A428 improvements. There are also a number of Conservation Areas adjacent to the A1 and the setting of these may be affect. These effects are likely to be temporary. There may be effects on the historic environment as a result of Policy 3.3.2, however this will be dependent on exact location of infrastructure therefore an uncertain effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	?	It is unlikely that the landscape or townscape will be significantly altered as a result of the A1 works, however there will be setting effects during the construction. The improvements to the A428 and rail link improvements will also likely alter the landscape. The effects of Policy 3.3.2 are uncertain as it will be depending on the exact location of the infrastructure proposed.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / -	?	There may be effects on the London Area Greenbelt at Baldock and this section of the A1 passes through agricultural land including Grade 1 and 2. The route of the A428 passes through predominately Grade 1 agricultural land. The upgrades and capacity improvements to both the road and rail networks include in Policy 3.3.1 have the potential lead to loss of soil. An uncertain effect has been identified for Policy 3.3.2 as effects will be dependent on the exact location of the proposed infrastructure.
10. Protect and enhance the quality of the water environment	? / -	?	There is potential for the upgrade and capacity improvement works to have negative effects on the water environment. There are a number of waterbodies adjacent to this section of the A1 and it crosses the River Ivel and River Great Ouse and the A428 also crosses the River Great Ouse. There may also be indirect negative effects from an increase in the number of vehicles are a result of the works, however this is likely to be negligible. An uncertain effect has been identified for Policy 3.3.2 as effects will be dependent on the exact location of the proposed infrastructure.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	?	This section of the A1 and A428 are both predominately within Flood Zone 1, however they do pass through areas of Flood Zone 2 and 3 which means there is potential for the roads to be affected by flooding. The project is also likely to increase the impermeable area through capacity improvements which may contribute to the risk of flooding and appropriate drainage will be required. Policy 3.3.2 may result in an increased impermeable area through new transport infrastructure, however this will be dependent on the exact location therefore effects are uncertain.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	++	Given the A1 and A428 will increase capacity, there may be a reduction in congestion which could therefore improve air quality. However, an increase in the number of vehicles as a result of the improvements could lead to a reduction in air quality. There is also an AQMA on a section of the A1 near Sandy (Central Bedfordshire) which may be affected and there may also be effects on the St Neots and Brampton AQMAs. The rail improvements as part of Policy 3.3.1 may result in air quality improvements therefore mixed minor positive and negative effects have been identified. Policy 3.3.2 will likely lead to improvements in air quality through improved active and public transport infrastructure.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	++	There is potential for the road improvements to increase the number of vehicles and therefore increase GHG emissions. However, improvements to the rail network will likely encourage the use of public transport and therefore reduce GHG emissions from vehicle journeys. A mixed effect has therefore been identified for Policy 3.3.1. Policy 3.3.2 will also likely lead to reduced GHG emissions through the increase of active and public transport.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	There is unlikely to be effects on vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards, therefore a neutral impact has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	The use of this section of the A1 is likely to be improve as a result of this project. There is also potential to increase the use of the road network within the Combined Authority region as well as the wider highway network. By undertaking improvement, the lifespan is also likely to be increase.

Summary:

Policies 3.3.1 and 3.3.2 will likely increase accessibility through improvements to the road network alongside upgrades to public and active transport infrastructure. Economic benefits are also likely through improved links with the wider network and Policy 3.3.2 aims to connect business cluster areas with active and sustainable modes of transport. There is also likely to be improvements to air quality as a result of the policies reducing congestion and potentially reducing the number of journeys made by vehicles. However, the road projects within Policy 3.3.1 also have the potential to increase vehicle numbers through capacity improvements therefore mixed effects have been identified. The potential for negative effects have been identified for biodiversity, historic environment, water environment, landscape and townscape, soils and flooding due to new infrastructure and upgrade works.

Table 7: Freight – Policy Assessment

LTP Policy Theme	3.4 Freight
LTP Policies	Policy 3.4.1 Promoting rail freight Policy 3.4.2 Promoting and enforcing appropriate Heavy Commercial Vehicle routing Policy 3.4.3 Promoting sustainable urban freight distribution Policy 3.4.4 Improving road freight facilities Policy 3.4.5 Supporting efficient air freight and the aviation sector

SEA Objectives	LTP Policy Assessment					Summary of Effects
	Policy 3.4.1	Policy 3.4.2	Policy 3.4.3	Policy 3.4.4	Policy 3.4.5	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	+	+	0	There is potential for air quality improvements as a result of Policy 3.4.1, 3.4.2, 3.4.3 and 3.4.4 which could result in improvements in health for local residents. Although there is potential for air quality improvements as a result of Policy 3.4.4, local health effects are likely to be negligible therefore a neutral impact has been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	0	++	0	Policy 3.4.1 has the potential to reduce goods vehicles on the road which will indirectly reduce the likelihood of accidents on the road. The appropriate routing of HGVs may also indirectly reduce the risk of accidents. By improving rest and other driver facilities, road accidents may be prevented and therefore the safety of the road network will be improved. There is unlikely to be any effects as a result of Policy 3.4.3 and 3.4.5.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	0	0	0	0	There is unlikely to be any effect on the accessibility to key services for the community as a result of any of the policies.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	+	+	+	+	It is likely that improving the movement of goods across the region and making it a more efficient network will have positive effects on the local economy. Policy 3.4.1 also aims to provide local employment.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	+	+	0	0	Policy 3.4.1 will likely reduce the number of goods vehicles on the road through promoting rail freight, moderate positive effects have therefore been identified. Minor positive effects have been identified for Policy 3.4.2 and 3.4.3 as it is likely that appropriately routing of HGVs and promoting sustainable urban freight distribution will reduce congestion on the roads. It is unlikely Policy 3.4.4 or 3.4.5 will result in any effects.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	0	+	+	0	There is potential for Policies 3.4.1 and 3.4.3 to reduce the number of goods vehicles on the road therefore resulting in indirect benefits for biodiversity. Policy 3.4.4 aims to promote electric vehicles and provide charging facilities which may also have indirect positive effects on biodiversity. No effects have been identified for Policies 3.4.2 and 3.4.5.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	0	It is not anticipated that the policies will have an effect on the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	0	0	It is not anticipated that the policies will have an impact of the landscape or townscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	0	0	It is not anticipated that the policies will have an effect on soils.
10. Protect and enhance the quality of the water environment	0	0	0	0	0	There is potential for Policy 3.4.1 and 3.4.3 to reduce the number of goods vehicles on the road therefore indirect positive effects on the water environment, however this is likely to be negligible. There is unlikely to be any effects as a result of the remaining policies.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	?	0	There is potential for the additional facilities as part of Policy 3.4.4 to have an effect or be affect by flood risk, however this is dependent of the exact location therefore effects are uncertain. It is not anticipated the remaining policies will have an effect on or be affected by flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	++	0	++	+	+	It is likely that Policy 3.4.1 will reduce the number of goods vehicles on the road and will therefore improve air quality. Policy aims to include a Low Emission Zone in Cambridge and Policies 3.4.4 and 3.4.5 also have the potential to improve air quality. Policy 3.4.2 has the potential to improve air quality in certain areas, but overall air quality is unlikely to improve therefore a neutral impact has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	0	+	+	+	By promoting the use of rail freight in place of road, it is likely GHG emissions will be reduced as part of Policy 3.4.2. Policies 3.4.3, 3.4.4 and 3.4.5 also have the potential to reduce GHG emissions. However, it is unlikely Policy 3.4.2 will have any effects on GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	0	It is not anticipated that there will be any effects on climate resilience as a result of the policies.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	0	0	0	Policies 3.4.1, 3.4.2 and 3.4.3 will likely result in minor positive effects. Promoting the use for rail freight will maximise the use of the railway and potentially extent the lifespan of the road network. It is also likely that appropriate routing of HGVs will allow the road network to be use efficiently and therefore maximise use. No effects have been identified for Policy 3.4.3, 3.4.4 and 3.4.5.

Summary:

There is potential for Policies 3.4.1, 3.4.2, 3.4.3 and 3.4.4 to have benefits on health given that they will potentially improve air quality. Policy 3.4.1 and 3.4.3 in particular will result in improvements in air quality through reduce goods vehicles on the road, making the freight network in the region more sustainable and through the introduction of a Low Emission Zone. There is likely to be positive effects on the economy as the transport network will be more efficient as a result of all the policies due to the importance of freight to the local economy. Policies 3.4.1, 3.4.2 and 3.4.3 also have the potential to reduce congestion on the road network. Indirect positive effects for biodiversity may occur as a result of a reduction in goods vehicles on the road as well as through the promote of electric vehicles as a result of Policies 3.4.1, 3.4.2 and 3.4.3. It is unlikely that there will be any effects on the historic environment, landscape or townscape, soils and climate resilience.

G.4 Objective 4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

Table 8: Building a resilient and adaptive transport network to climate change – Policy Assessment

LTP Policy Theme	4.1 Building a resilient and adaptive transport network to climate change
LTP Policies	Policy 4.1.1 Managing the risks to the transport network presented by climate change Policy 4.1.2 Sustainable road network maintenance Policy 4.1.3 Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 4.1.1	Policy 4.1.2	Policy 4.1.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	+	The policies will likely result in a more resilient and reliant transport network in the face of climate change. This will ensure communities are able to access key services including health facilities and help ensure they are not cut off which could affect wellbeing.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	Policies 4.1.1 and 4.1.2 have the potential to improve the health and safety of the transport network through development of appropriate responses to climate change and including considerations of climate change and safety within the design phase. Through the utilisation of new technologies, Policy 4.1.3 has the potential to make transport safer from a changing climate.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	+	Climate change hazards such as heavy rainfall and flooding may lead to disruptions and severance of the transport network. By implementing measures to make the transport network more resilience and responding appropriately and sustainably, Policies 4.1.1 and 4.1.2 have the potential to improve access to key services, employment and recreation in the face of climate change. There is also potential for 4.1.3 to improve access as these technologies may allow the transport network to adapt in new ways therefore preventing disruption.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	++	The policies are likely to result in a more resilient transport network which will avoid economic disruption during periods of heavy rainfall and flooding for commuters and commercial users. A moderate positive impact has been identified for all three policies.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	0	0	0	It is unlikely that the Policies will reduce road traffic congestion therefore a neutral impact has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	0	0	Policy 4.1.1 encourage design of transport infrastructure with climate change in mind such as SuDS and slope stabilisation. These measures could be designed to include multiple benefits for examples, SuDS schemes could create or enhance habitat and biodiversity.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	It is unlikely that there will be any effects on the historic environment therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	It is unlikely that there will be any effects on landscape and townscape therefore a neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	It is unlikely that there will be any effects on soils therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	+	0	Policy 4.1.1 is unlikely to have any effects on the water environment. Policy 4.1.2 aims to promote the use of sustainable materials with less environmental impacts in terms of their lifecycle (production, transportation, use and disposal) which therefore may result in indirect positive effects for the water environment. It is unlikely Policy 4.1.3 will have any effects on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+++	++	++	Policy 4.1.1 has the potential to have major positive effects on flood risk as it seeks to ensure changes or improvements to one section of the transport infrastructure does not exacerbate effects elsewhere. There is potential for moderate positive effects on current flood risk given they aim to ensure the resilience of the transport network.
12. Protect and improve local air quality, particularly in the AQMAs	+	++	+	There is likely to be indirect positive effects on air quality as all three policies aim to increase the resilience of the transport network, reducing the need for maintenance and new transport infrastructure. Policy 4.1.2 aims to encourage sustainable and adaptative design principles which includes the consideration of air quality into the design of the road schemes. It also aims to promote the use of sustainable materials with less environmental impacts in terms of their lifecycle.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	++	+	There is likely to be indirect positive effects on GHG emissions as all three policies aim to increase the resilience of the transport network, reducing the need for maintenance and new transport infrastructure. The sustainable and adaptative design principles and use of sustainable materials which are to be promoted as part of Policy 4.1.2 is likely to further reduce GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+++	+++	+++	A major positive effect has been identified for all the policies as they aim to manage the risk associated with climate change and increase the resilience of the transport network.
15. Maximising the use and lifespan of existing transport infrastructure	++	++	++	By building resilience into the transport network, all three policies will likely maximise the use and lifespan of the existing transport infrastructure.

Summary:

The policies are likely to reduce the vulnerability of the transport network to climate change and increase accessibility by preventing travel disruption and severance. By building resilience into the network, the lifespan of the transport infrastructure is likely to be increased and the health and safety of the network is also likely to be improved. This will have benefits for health, access and the economy. All three policies are likely to have positive effects on air quality and minimising GHG emissions. All three policies will have positive effects on flooding, but Policy 4.1.1 is likely to be more significant.

Table 9: Maintaining and Managing the Transport Network – Policy Assessment

LTP Policy Theme	4.2 Maintaining and Managing the Transport Network
LTP Policies	4.2.1 Investigating the feasibility of harmonising highways and transport asset maintenance standards and performance indicators 4.2.2 Supporting highways authorities in minimising the whole life costs of the highway 4.2.3 Addressing the challenges of climate change and enhancing our communities and environment

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 4.2.1	Policy 4.2.2	Policy 4.2.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	+	All the policies aim to improve highway maintenance and use of materials. Selecting design and materials with low emissions and careful timing of maintenance activities will reduce congestion associated with roadworks, which may have positive effects for health from reduce emissions from idling vehicles and reduced driver stress.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	+	+	Policy 4.2.1 is likely to improve road safety and reduce accidents through improved maintenance of highways which should help maintain their good condition. The installation of smart methods of infrastructure monitoring under Policy 4.2.2 will contribute indirectly to road safety through automating alerts. Coordination of roadworks and implementation of safe design measures under Policy 4.2.3 will minimise disruption on the network and improve safety.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	0	+	Policy 4.2.1 and 4.2.2 are not expected to have an effect on accessibility. Minimisation of network disruption through the roadworks coordination will improve community's accessibility at certain times.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	+	All the policies aims to improve efficiency of maintenance of the highway network. This will have minor positive effects through minimising disruption associated with poor roads and roadworks.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	0	0	0	The policies are unlikely to promote sustainable transport modes.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	The policies are unlikely to affect biodiversity or geodiversity.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	The policies are unlikely to affect the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	The policies are unlikely to affect the landscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	The policies are unlikely to affect soils.
10. Protect and enhance the quality of the water environment	0	0	0	The policies are unlikely to affect the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	+	0	Policy 4.2.1 and Policy 4.2.3 are unlikely to have any effects on flood risk. Policy 4.2.2 encourages sustainable and adaptative design principles which is likely to include the consideration of flood risks and measures to reduce the risk of flooding incorporated, if required.
12. Protect and improve local air quality, particularly in the AQMAs	+	++	+	Minor indirect benefits are expected from Policy 4.2.1 from well-maintained highways with reduced congestion. Policy 4.2.2 is expected to have moderate positive effects on air quality through the implementation of sustainable and adaptive designs. Sustainable materials and less replacements are expected to reduce potential emissions from production and transportation.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	++	Minor indirect benefits are expected from Policy 4.2.1 from well-maintained highways with reduced congestion and a reduction in vehicle emissions. Minor and moderate positive benefits from the use of sustainable and adaptive design principles and sustainable materials in minimising GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	++	++	Vulnerability to climate change is expected to be reduced through sustainable and adaptive design measures that consider climate change under Policy 4.2.2. Asset management that actively considers highways or other assets that are susceptible to climate change with maintenance regimes adapted for them under Policy 4.2.3 will have benefits for asset resilience.
15. Maximising the use and lifespan of existing transport infrastructure	+++	+++	+++	All three policies will have major positive effects on the use and lifespan of existing transport infrastructure by prioritising maintenance setup, development of KPIs (Policy 4.2.1); standardisation of materials, sustainable and adaptive design principles (Policy 4.2.2); and actively considering climate change adaptation (Policy 4.2.3).

Summary:

Policies under Maintaining and Managing the Transport Network will have major positive effects on transport infrastructure, largely due to the potential of improved transport network and road condition; with indirect minor to moderate positive effects on health of population from potential reduction in GHG emission and air pollution. Several neutral impacts were also identified on promotion of sustainable transport; historic environment; diversity of landscape and quality of soils.

G.5 Objective 5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries

Table 10: Safety for All - a Safe Systems Approach – Policy Assessment

LTP Policy Theme	5.1 Safety for all – a Safe Systems Approach
LTP Policies	Policy 5.1.1 A multi-agency approach to improving road safety Policy 5.1.2 Continuous and comprehensive monitoring and evaluation of key road safety indicators Policy 5.1.3 Support improvement in road user behaviour through education, training and publicity programmes Policy 5.1.4 Adoption of the Safe System Approach into the mainstream of highway engineering

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 5.1.1	Policy 5.1.2	Policy 5.1.3	Policy 5.1.4	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	++	++	++	Moderate positive effects on health of the population is expected from the prevention and minimisation of injuries and death from road accidents through the promotion of road safety (Policy 5.1.1 and 5.1.3), monitoring (Policy 5.1.2) and review of road designs to conform with Safe System principles, such as speed limits (Policy 5.1.4).
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+++	+++	+++	+++	Major positive effects are expected on the safety of the transport network with collaboration between agencies and public service providers (Policy 5.1.1) to deliver a holistic road safety partnership. Both Policies 5.1.2 and 5.1.4 will involve the review, evaluation and monitoring of road safety with risk mapping leading to safety intervention, all of which are expected to improve safety of the transport network and thereby reducing accidents. Road safety courses and publicity campaigns (Policy 5.1.3) will have benefits through improved road user's behaviour leading to reduced accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	+	+	+	Improved road safety, including publicity campaigns, is expected to improve the overall accessibility to key services and recreational areas for all areas of the community
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	+	+	There is likely to be minor positive effects on the support and contribution to local economic growth via increased road safety, reduced road accidents which may cause congestions (Policy 5.1.1, 5.1.2 and 5.1.4), thus improving efficiency of transport networks. Improved road user behaviour from education (Policy 5.1.3) may also decrease the likelihood of accidents.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	+	+	The policies won't reduce the need to travel or promote sustainable transport. However, reducing accidents will help reduce congestion associated with queuing after a road traffic incident.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	0	There are unlikely to be effects on biodiversity, therefore a neutral impact has been identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	There are unlikely to be effects on the historic environment, therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	0	There are unlikely to be effects on the landscape and townscape character, therefore a neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	0	There are unlikely to be effects on the quality of soils, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	0	0	0	There are unlikely to be effects on the water environment, therefore a neutral impact has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	There are unlikely to be any effects on flood risk, therefore a neutral impact has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	+	+	All policies are expected to have an indirect minor positive effect on local air quality from the potential reduction of road accidents which cause congestions and idling emissions.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	+	+	All policies are expected to have an indirect minor positive effect on the minimisation of GHG emissions from the potential reduction of road accidents which cause congestions and idling emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	There are unlikely to be effects on vulnerability to climate change.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	0	There are unlikely to be effects on the lifespan of existing transport infrastructure, therefore a neutral impact has been identified.

Summary:

Positive effects are expected on the safety of transport network and health of population from potential reduction road accidents leading to injuries. The implementation of monitoring programmes and risk mapping will identify priority areas for safety intervention, thereby increasing the accessibility and efficiency of the transport network and supports local economic growth indirectly. Congestion caused by road accidents are expected to reduce from improved road safety, thus reducing the amount of emissions from idling vehicles, improving air quality and reduce contribution to climate change.

Table 11: Ensuring Transport Security – Policy Assessment

LTP Policy Theme	5.2 Ensuring Transport Security
LTP Policies	Policy 5.2.1 Addressing personal safety and security issues Policy 5.2.2 Improving the security of public transport stops, stations and hubs

SEA Objectives	LTP Policy Assessment		Summary of Effects
	Policy 5.2.1	Policy 5.2.2	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	++	The policies aims to improve safety and security issues for public transport and walking and cycling routes. This will help reduce fear of crime and make these transport option more attractive for users, increasing health and wellbeing.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+++	+++	Both policies address crime and fear of crime around transport and can therefore improve accessibility, promote public transport use and contribute to reducing congestion. These policies could have the potential to have a major effect on people's willingness to travel and their ability to access jobs and key services. Personal security is important in enabling people to feel comfortable about walking, cycling, and using public transport, taxis and private hire vehicles. Policy 5.2.1 also aims to target security enhancements through CCTV cameras at crime 'hotspots', whilst Policy 5.2.2 aims to work with authorities such as the police, community safety partnerships and the British Transport Police with regard to locations of street furniture and other assets such as littler bins, cycle racks, CCTV coverage and hostile vehicle mitigation measures.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	Both policies have a moderate positive effect on improving accessibility to key services, employment and recreational areas for all areas of the community. Policy 5.2.1 addresses evening, night time and early morning safety issues reducing fear of crime around transport. Policy 5.2.2. aims to work with public transport operators, police, community safety partnerships and passenger and user groups to tackle crime and anti-social behaviour at stops and stations particularly for vulnerable groups. These policies can therefore improve accessibility, promote public transport use and contribute to reducing congestion but can also benefit the local economy, especially the night-time economy, by helping people to make the journeys they want, when they want.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	Both policies have a moderate positive effect on supporting and contributing to local economic growth by delivering reliable and efficient transport networks. Policy 5.2.1 addresses evening, night time and early morning safety issues reducing fear of crime around transport. Policy 5.2.2. aims to work with public transport operators, police, community safety partnerships and passenger and user groups to tackle crime and anti-social behaviour at stops and stations particularly for vulnerable groups as well as encouraging operators/owners to provide suitable staff oversight of facilities. These policies can therefore promote public transport use and contribute to reducing congestion. These policies can also benefit the local economy, especially the night-time economy, by helping people to make the journeys they want, when they want.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	+	Both policies have a positive effect on promoting sustainable modes of transport, however Policy 5.2.2 only promotes public transport, hence only a minor positive effect. Policy 5.2.1 promotes public transport and other sustainable modes of transport such as walking and cycling routes, and by making these modes of transport safer to use by making cycling and walking routes visible to passing traffic, houses and/or shops rather than routes in isolated areas will further promote these sustainable modes of transport. Therefore, for Policy 5.2.1, a moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	+	Policy 5.2.1 could result in a minor negative on protecting and enhancing biodiversity through the management of vegetation of planted areas to avoid high growing shrubs and bushes close to walkways, as these are often perceived as a hiding location. There are likely to be indirect minor positive effects on the protection and enhancement of biodiversity through reduced usage of private cars on the roads from Policy 5.2.2.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	There is unlikely to be effects on the historic environment, therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	There is unlikely to be effects on the landscape and townscape character, therefore a neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	There is unlikely to be effects on the quality of soils, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	0	There are likely to be indirect minor positive effects on the water quality environment through reduced usage of private cars on the roads, however this is likely to negligible therefore a neutral effect has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	There are unlikely to be effects of flood risk, therefore a neutral impact has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	Policy 5.2.1 promotes the use of sustainable modes of transport such as cycling and walking which will have a minor positive effect and could reduce private car use. Policy 5.2.2 promotes the use of public transport which will reduce the number of cars on the road which would have a minor positive effect on the air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	Policy 5.2.1 promotes the use of sustainable modes of transport such as cycling and walking which will have a minor positive effect and could reduce private car use. Policy 5.2.2 promotes the use of public transport which will reduce the number of cars on the road which would have a minor positive effect on the GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	There is unlikely to be effects on reducing the vulnerability to climate change, therefore a neutral impact has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	The policies aim to improve safety and security of the transport network, thus making it more attractive to use and maximising its capacity.

Summary:

Moderate positive effects are expected for improved accessibility to key services, employment and recreational services. Both policies aim to provide safe and secure sustainable modes of transport such as public transport which also have a moderate positive effect on supporting and contributing to the local economy, especially the night-time economy. There are also moderate positive health effects created from making cycling and walking safer for all, which both policies aim to achieve. A shift to public transport use and sustainable modes of transport could mean a potential reduction in private car use, which could have benefits for local air quality and GHG emissions. Policy 5.2.1 could have a minor negative impact on biodiversity through managing vegetation if managed poorly, but it would allow for fewer hiding locations.

G.6 Objective 6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all

Table 12: Transport Accessibility for All – Policy Assessment

LTP Policy Theme	6.1 Transport Accessibility for All
LTP Policies	Policy 6.1.1 Supporting and promoting demand-responsive community transport services Policy 6.1.2 Facilitating access to education and wider mobility for vulnerable children Policy 6.1.3 Improving the accessibility of transport infrastructure Policy 6.1.4 Promoting the provision of accessible transport information Policy 6.1.5 Optimise the use of new technologies in improving the accessibility

SEA Objectives	LTP Policy Assessment					Summary of Effects
	Policy 6.1.1	Policy 6.1.2	Policy 6.1.3	Policy 6.1.4	Policy 6.1.5	
1. Improve the health of the population and reduce health inequalities between areas and groups	+++	++	+++	+++	+++	All the policies will have positive effects on improving health and reducing health inequalities between groups through increasing accessibility of the transport system and services to health facilities for vulnerable groups. Policy 6.1.1, 6.1.3, 6.1.4, and 6.1.5 will have major positive effects as they aim to increase accessibility for a range of groups. Policy 6.1.1 supports community transport which will help fill the gaps in public transport provision. This will particularly help rural communities and the elderly. Policy 6.1.3 transport and movement is accessible for all including vulnerable groups and mobility impaired persons and particularly looks at improving links to hospitals and health care facilities. Policy 6.1.4 aims to increase provision of accessible transport information, so that more people and groups are aware of the services they can use. Policy 6.1.5 aims to ensure certain groups are not accidently 'designed out' of being able to access transport and that accessibility, social inclusion and quality of life is improved for all.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Therefore, modal shift from car to public transport is and the associated improvements in road safety are likely to be negligible.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	+++	+++	+++	+++	All the policies will have major positive effects on improving accessibility to key services, employment and recreational areas through increasing accessibility for all particularly vulnerable groups who may face barrier to accessing facilities. Policy 6.1.1 supports community transport which will help fill the gaps in public transport provision. This will particularly help rural communities and the elderly. Policy 6.1.2 aims to improve access to educational facilities for vulnerable children. Policy 6.1.3 transport and movement is accessible for all including vulnerable groups and mobility impaired persons and particularly looks at improving links to hospitals and health care facilities. Policy 6.1.4 aims to increase provision of accessible transport information, so that more people and groups are aware of the services they can use. Policy 6.1.5 aims to ensure certain groups are not accidently 'designed out' of being able to access transport and that accessibility, social inclusion and quality of life is improved for all.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. They are unlikely to affect the reliability or efficiency of the transport network. However, they will facilitate vulnerable groups access to employment which may benefit the economy.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible, therefore, effects on road traffic and congestion are likely to be negligible.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on biodiversity are likely to be negligible.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on the historic environment are likely to be negligible.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on landscape are likely to be negligible.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on soils are likely to be negligible.
10. Protect and enhance the quality of the water environment	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on the water environment are likely to be negligible.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on flood risk are likely to be negligible.
12. Protect and improve local air quality, particularly in the AQMAs	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on air quality are likely to be negligible.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on GHG emissions are likely to be negligible.

SEA Objectives	LTP Policy Assessment					Summary of Effects
	Policy 6.1.1	Policy 6.1.2	Policy 6.1.3	Policy 6.1.4	Policy 6.1.5	
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable groups. Modal shift from car to public transport is likely to be negligible and therefore, effects on climate change are likely to be negligible.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	0	0	0	Policy 6.1.1 and 6.1.2 are likely to have minor positive effects in terms of maximising use existing infrastructure through use of community transport which utilises current infrastructure and monitoring the vehicle fleet for transportation of vulnerable children, to ensure standards of roadworthiness and maintenance. The other policies are unlikely to affect this objective.

Summary:

All the policies will have positive effects on improving accessibility to key services, employment and recreational areas through increasing accessibility for all particularly vulnerable groups who may face barriers to accessing facilities, this will also help improve people's health and wellbeing. Policy 6.1.1 supports community transport which will help fill the gaps in public transport provision. This will particularly help rural communities and the elderly. Policy 6.1.2 aims to improve access to educational facilities for vulnerable children. Policy 6.1.3 aims to ensure transport and movement is accessible for all including vulnerable groups and mobility impaired persons and particularly looks at improving links to hospitals and health care facilities. Policy 6.1.4 aims to increase provision of accessible transport information, so that more people and groups are aware of the services they can use. Policy 6.1.5 aims to ensure certain groups are not accidently 'designed out' of being able to access transport and that accessibility, social inclusion and quality of life is improved for all.

Table 13: Transport Pricing and Affordability – Policy Assessment

LTP Policy Theme	6.2 Transport Pricing and Affordability
LTP Policies	Policy 6.2.1: Improve our public transport to provide an affordable alternative to the car Policy 6.2.2: Improve the affordability of travelling by bus and rail

SEA Objectives	LTP Policy Assessment		Summary of Effects
	Policy 6.2.1	Policy 6.2.2	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	The policies will improve provision of public transport and will for example make it easier for shift workers to use public transport. Improving the affordability of public transport will help reduce inequalities in certain areas as there will be better access to public transport for deprived communities. These policies are likely to benefit the health and wellbeing of communities. Improved affordability of public transport may potentially reduce the number of car trips required, reducing the amount of vehicular emission, having a minor positive effect indirectly on health from improved air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	0	There is unlikely to be effects on the health and safety of the transport network, therefore a neutral impact has been identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	+++	Major positive effect on accessibility is expected from improved services and lower travel costs.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	+	Collaboration with and financial support to public transport operators will improve overall service, increasing the reliability and efficiency and the network, hence major positive effect. Policy 6.2.2 will make use of public transport a more affordable option to commute to and from work and may increase access to employment areas.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	+++	The policies are expected to increase the use of public transport, reducing the need to travel by car through improved services and increased affordability, therefore a major positive effect is expected.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	If there is modal shift from the private car to public transport, there is potential for environmental benefits.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	There is unlikely to be effects on the historic environment, therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	There is unlikely to be effects on the landscape and townscape character, therefore a neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	There is unlikely to be effects on the quality of soils, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	0	There is unlikely to be effects on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	There is unlikely to be effects on flood risk, therefore a neutral impact has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	++	Benefits on air quality are expected from increasing travel on public transport and reducing reliance on car.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	++	Improved public transport services will have a positive effect on the contribution to climate change in terms of promotion of sustainable transport mode, while a moderate positive effect is expected on GHG emissions from the increased affordability of public transport, with a greater likelihood of reduction in GHG emissions from reduced private car use.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	There is unlikely to be effects on the vulnerability to climate change, therefore a neutral impact has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	There is unlikely to be effects on the use and lifespan of existing transport infrastructure, therefore a neutral impact has been identified.

Summary:

By supporting financially and working together with public transport operators, improved services and affordability are expected to be a more appealing alternative transport mode, therefore major positive effects were identified on SEA objectives related to accessibility and promotion of sustainable transport mode. Positive effects are also expected on improved air quality and minimising GHG emissions from increased uptake of public transport use rather than the private car.

Table 14: Access to Education and Key Services – Policy Assessment

LTP Policy Theme	6.3 Access to Education and Key Services
LTP Policies	Policy 6.3.1 Access to Education Policy 6.3.2 Access to non-emergency healthcare and other key services Policy 6.3.3 Digital inclusion

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 6.3.1	Policy 6.3.2	Policy 6.3.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	++	+	Education can be linked to health therefore improving access to education (Policy 6.3.1) for those in need is likely to result in minor positive effects for the health of these individuals and potentially reduce health inequalities. The policy also aims to encourage active and sustainable modes of transport which can improve health. There is potential for moderate positive effects through Policy 6.3.2 as it is likely to increase inclusion in access to key services, including healthcare, which will likely improve health and reduce inequalities, particularly in rural areas. Digital inclusion through online services (Policy 6.3.3) is also likely to improve health and reduce inequalities as more people will be able to access information and potentially make healthier choices.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	0	0	Policy 6.3.1 has the potential to improve the health and safety of the transport network by supporting Bikeability cycle training for students which could lead to safer cycle travel. It is unlikely the other two policies will have an effect on the health and safety of the transport network.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	+	Policy 6.3.1 and 6.3.2 are likely to result moderate positive benefits as they aim to improve the inclusivity of access to key services including education and healthcare. Policy 6.3.3 will increase access to key online services therefore minor positive effects have been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	0	There is potential for indirect benefits for the economy through Policy 6.3.1 and Policy 6.3.2 as improving access to education opportunities could increase the labour market. In addition, if there is health improvements through increased access to healthcare, there are also potential benefits for the labour market. Policy 6.3.2 is also is likely to benefit the local economy as there is potential for more people to access and use key services. Policy 6.3.3 is unlikely to have any effects on the local economy.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	++	+	Policy 6.3.1 aims to promote sustainable and active methods of travel for students, parents and employees accessing education sites which could reduce congestion. It is likely that Policy 6.3.1 and 6.3.2 will deliver increased access to education, healthcare and other key services through the public transport network. There is also potential for congestion to be reduced through Policy 6.3.2 as it aims to support measures such as car share and cycle buddy networks which promote inclusion. Increasing digital inclusivity (Policy 6.3.3), has the potential to reduce the need for travel as individuals may be able to access key information online rather than travelling.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	Policy 6.3.1 and 6.3.2 encourage active and sustainable transport modes which could have indirect positive effects on biodiversity. Policy 6.3.3 has the potential to reduce the need to travel and therefore could also have indirect effects.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	There is unlikely to be effects on the historic environment therefore a neutral effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	There is unlikely to be effects on the landscape and townscape character therefore a neutral effect has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	There is unlikely to be effects on the soils, therefore a neutral effect has been identified.
10. Protect and enhance the quality of the water environment	0	0	0	There is potential for there to be indirect positive effects on the water environment if the use of private cars are reduced as a result of these policies. However, it is likely that these will be negligible therefore a neutral effect has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	There is unlikely to be effects on flood risk, therefore a neutral effect has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	+	Policy 6.3.1 and 6.3.2 both aim to encourage the use of sustainable and active forms of transport which could result in improvements in local air quality. Policy 6.3.3 also has the potential to improve air quality through potentially the reducing the need for individuals to travel to access information. A minor positive impact has therefore been identified for all three policies.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	+	Policy 6.3.1 and 6.3.2 have the potential to reduce GHG emissions from transport by encouraging the use of sustainable and active forms of transport. There is also potential for Policy 6.3.3 to reduce GHG emissions as more people will be able to access information online rather than travelling. A minor positive impact has therefore been identified for all three policies.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	There is unlikely to be effects on climate resilience and vulnerability therefore a neutral effect has been identified.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	There is unlikely to effects on use of existing infrastructure.

Summary:

There is potential for the policies to improve the health of the population by increasing access to education, healthcare and other key services. Improved and inclusive access is also likely to have benefits for the local economy. The policies include measure to encourage sustainable and active modes of transport which is likely to have subsequent positive effects on reducing road traffic congestion, improving air quality and reduce GHG emissions.

Table 15: The Future of Mobility – Policy Assessment

LTP Policy Theme	6.4 The Future of Mobility
LTP Policies	Policy 6.4.1 Promote and support research, innovation and engagement work undertaken by Smart Cambridge Policy 6.4.2 Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies Policy 6.4.3 Guiding the development of a regulatory framework under which new transport technology providers operate

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 6.4.1	Policy 6.4.2	Policy 6.4.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	+	All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport and smart technologies to reduce congestion and the need to travel. Therefore, long-term minor positive effects are likely for health due to reduced emissions associated with transport.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport and smart technologies to reduce congestion and the need to travel. Therefore, long-term minor positive effects are likely for health and safety due to a potential reduction in vehicle journeys and congestions.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	+	++	Policy 6.4.1 and 6.4.2 promote new transport technologies. In the future these are likely to open up new alternatives modes of transport increasing transport choice and accessibility of alternatives modes. Policy 6.4.3 specifically mentions promoting the benefits of new transport technology to improve the connectivity of rural and less well-connected urban communities. Therefore, tis policy is likely to have moderate positive effects on improving accessibility.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	+	All the policies promote new transport technologies which may indirectly benefit the economy in the long-term from an improved and efficient transport network.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	+	All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport and smart technologies to reduce congestion and the need to travel.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	The policies are unlikely to have an effect on biodiversity and geodiversity.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	The policies are unlikely to have an effect on the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	The policies are unlikely to have an effect on the landscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	The policies are unlikely to have an effect on soils.
10. Protect and enhance the quality of the water environment	0	0	0	The policies are unlikely to have an effect on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	The policies are unlikely to have an effect on flooding.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	+	All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport and smart technologies to reduce congestion and the need to travel. Therefore, long-term minor positive effects are likely for air quality due to reduced emissions associated with transport.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	+	All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport and smart technologies to reduce congestion and the need to travel. Therefore, long-term minor positive effects are likely for GHG emissions due to reduced emissions associated with transport.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	The policies are unlikely to have an effect on climate resilience.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	The policies are unlikely to have an effect on maximising existing infrastructure.

Summary:

All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport and smart technologies to reduce congestion and the need to travel. Therefore, long-term minor positive effects are likely for health and air quality due to reduced emissions associated with transport and indirect benefits for the economy. Policy 6.4.3 specifically mentions promoting the benefits of new transport technology to improve the connectivity of rural and less well-connected urban communities, therefore, benefiting accessibility.

G.7 Objective 7: Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles

Table 16: Public Rights of Way and Waterways – Policy Assessment

LTP Policy Theme	7.1 Public Rights of Way and Waterways
LTP Policies	Policy 7.1.1 Align policies for Public Rights of Way across Cambridgeshire and Peterborough Policy 7.1.2 Improve access to the green spaces for all Policy 7.1.3 Develop a network which is safe and encourages healthy activities Policy 7.1.4 Ensure new development is integrated into the Public Rights of Way network without damaging the countryside Policy 7.1.5 Ensure high quality, definitive information, maps and records are available on the network Policy 7.1.6 Ensure the network is complete to meet the needs of todays' users and land managers Policy 7.1.7 Support better land and waterway management

SEA Objectives	LTP Policy Assessment							Summary of Effects
	Policy 7.1.1	Policy 7.1.2	Policy 7.1.3	Policy 7.1.4	Policy 7.1.5	Policy 7.1.6	Policy 7.1.7	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	++	++	++	+	+	++	Overall, all policies directly provide benefits to health and wellbeing of the population by improving access to and quality of green space, and paths for walking and cycling, encouraging healthy activities along the rights of way network.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	0	+	0	0	0	+	Policy 7.1.3 states where rights of way or access routes pose significant potential conflicts with motor traffic or railways that mitigation will be considered. It also aims to make networks safe from crime. Policy 7.1.7 supports consideration of concerns regarding rural crime when managing and improving rights of way and access to green space and waterways.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	++	+	++	+	+	+	All policies will improve existing access, such as Public Rights of Way, to green space and recreational areas, and make these networks connected and safe making them more accessible and attractive for users.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	0	0	0	0	0	0	The policies are unlikely to contribute to economic growth therefore neutral effects have been identified.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	+	+	+	+	+	Minor reductions to road traffic and congestion may be achieved by improving access and Public Right of Way quality and connectivity, allowing people access to nature without using a vehicle.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	0	0	0	+	Only Policy 7.1.7 states that land management, conservation and heritage will be considered when improving and managing access and rights of way.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	0	0	+	Only Policy 7.1.7 states that land management, conservation and heritage will be considered when improving and managing access and rights of way.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	+	+	+	0	+	+	Improving existing rights of way, as well as developing new connecting routes, may enhance the existing town and landscape character, as well improving 'perceived' character by giving green space and recreation attention.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	0	0	0	+	Only Policy 7.1.7 states that land management, conservation and heritage will be considered when improving and managing access and rights of way.
10. Protect and enhance the quality of the water environment	0	0	0	0	0	0	0	There are unlikely to be effects on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	0	0	+	Policy 7.1.7 includes provision that better land and waterway management will consider the need for flood prevention therefore a minor positive effect has been identified. It is unlikely the remaining policies will have any effects.
12. Protect and improve local air quality, particularly in the AQMAs	0	0	0	0	0	0	0	There may be minor improvements to air quality if vehicle use is reduced through improved access and rights of way, though this is likely negligible.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	0	0	0	0	0	0	There may be minor reductions in emissions and contributions to climate change if vehicle use is reduced through improved access and rights of way, though this is likely negligible.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	0	0	0	There is no reference to reducing vulnerability to climate change however it is assumed any improvements to existing or new infrastructure would consider best practices and implement this.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	0	0	0	0	There may be minor improvements to existing infrastructure lifespan if vehicle use is reduced through improved access and rights of way, though this is likely negligible.

Summary:

Overall, all policies directly provide benefits to health and wellbeing of the population by improving access to and quality of green space, and paths for walking and cycling, encouraging healthy activities along the rights of way network. While most recorded benefits are minor, on a holistic level the policies will provide significant improvements to health and wellbeing of local people, as well as townscape character through perceived ‘pride’ or ‘opinion’. There is likely to be minor positive effects on the biodiversity, heritage, and flood risk as a result of Policy 7.1.7. It aims to both improve waterways to ensure they are more attractive for leisure activities and also includes provisions to consider the need for flood protection, conservation and heritage.

Table 17: Promoting and raising awareness of sustainable transport options – Policy Assessment

LTP Policy Theme	7.2 Promote and Raise Awareness of Sustainable Transport Options
LTP Policies	Policy 7.2.1 Support travel plan development and implementation of travel plan measures within workplaces to ensure healthy, safe, low carbon travel options for commuters are actively encouraged and supported Policy 7.2.2 Ensure the adoption and enforcement of local travel plan guidance, for new planning applications Policy 7.2.3 Promote existing and new walking and cycling routes to commuters and residents Policy 7.2.4 Continue to promote cycle training in schools and for adults Policy 7.2.5 Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised

SEA Objectives	LTP Policy Assessment					Summary of Effects
	Policy 7.2.1	Policy 7.2.2	Policy 7.2.3	Policy 7.2.4	Policy 7.2.5	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	+	++	++	++	All the policies aim to encourage use of sustainable travel modes, particularly walking and cycling which are active forms of travel and will have health benefits. If modal shift occurs, then there could be air quality benefits which would have positive effects for health.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	0	0	+	0	Policy 7.2.4 promotes cycle training for children and adults. This may improve the confidence and competence of cyclists on the road, resulting in a safer road environment.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	+	+	+	+	Accessibility may be improved through the promotion of car share and bike loan schemes in Policy 7.2.1. Travel Plan guidance and provision of infrastructure as part of new developments will also assist and improve accessibility to a certain extent. Promotion and provision of walking and cycle routes, and training is expected to increase awareness and access to sustainable modes of transport.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	0	0	0	0	While the policies will promote sustainable transport modes such as car share, cycling and walking, there is unlikely to be effects on the transport network as a whole, therefore a neutral impact has been identified.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	++	+++	+++	+++	Policies 7.2.1 and 7.2.2 are likely to have moderate positive effects through encouraging workplace travel planning to use more sustainable modes or initiatives such as car share schemes, and ensuring new development includes travel plans. Policies 7.2.3, 7.2.4 and 7.2.5 all involves the promotion and support of cycling and walking, targeting at different age groups, and are expected to have major positive effects. All the policies aim to encourage sustainable transport options, thus reducing private vehicle use and reducing road traffic and congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	+	+	Potential for indirect benefits if modal shift occurs from private car to sustainable transport modes.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	0	The policies are unlikely to affect the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	0	0	The policies are unlikely to affect the landscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	0	0	The policies are unlikely to affect soils.
10. Protect and enhance the quality of the water environment	0	0	0	0	0	There is potential for there to be indirect positive effects on the water environment as a result of reduce cars. However, this is likely to be negligible therefore a neutral impact has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	0	The policies are unlikely to affect flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	++	++	+++	++	+++	Moderate to major positive effects on local air quality are expected as vehicular emissions are expected to be reduced should more commuters and resident's car pool, cycle or walk. There is also potential for improvements to air quality through driver training as part of Policy 7.2.5
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	++	+++	++	+++	All the policies will have a positive effect on the reduction of GHG emissions from modal shift to sustainable modes of transport.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	0	The policies are unlikely to affect vulnerability to climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	+	+	+	The policies are about encouraging travel planning, use of sustainable travel modes, and provision of information. This should help maximise the use of existing sustainable transport infrastructure.

Summary:

The policies encourage provision of travel planning for commuters and residents, promotion of existing sustainable transport modes, sustainable transport initiatives, cycle training and provision of information on sustainable travel options. This is likely to have positive effects on health, accessibility, congestion, air quality and reduction of GHG emissions, from modal shift from the private car to sustainable and active modes of transport.

Table 18: Supporting and Promoting Health and Wellbeing – Policy Assessment

LTP Policy Theme	7.3 Supporting and Promoting Health and Wellbeing
LTP Policies	Policy 7.3.1 Reducing physical inactivity through active travel infrastructure, education, training and promotion Policy 7.3.2: Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure Policy 7.3.3: Improving street scene / public realm to improve safety Policy 7.3.4: Increasing ability to access health care and leisure facilities / amenities Policy 7.3.5: Increasing ability to access to wider opportunities - employment, social activities

SEA Objectives	LTP Policy Assessment					Summary of Effects
	Policy 7.3.1	Policy 7.3.2	Policy 7.3.3	Policy 7.3.4	Policy 7.3.5	
1. Improve the health of the population and reduce health inequalities between areas and groups	+++	++	+	++	+	Policy 7.3.1 aims to give walking and cycling the highest priority when developing streets and roads, promote healthy lifestyles for all demographics and ensure cycle and footpaths are comprehensive. This promotion of active modes of transport will therefore likely have positive health effects. Policy 7.3.2 aims to reduce air pollution, Policy 7.3.4 aims to improve access to healthcare. These all have the potential for moderate positive effects on health and wellbeing. Minor positive effects are anticipated for Policy 7.3.3 as it aims to make the transport network safer, and Policy 7.3.5 as it aims to increase accessibility to both employment and social activities for all.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	0	++	0	++	Policy 7.3.1 aims to ensure walking and cycle routes are safe for all and Policy 7.3.3 aims to promote a safe systems approach and deliver transport security through policies. These are likely to improve the safety of the transport network. Policy 7.3.5 also aims to promote a safe network for all.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	0	0	+++	+++	Policy 7.3.1 aims to increase the walking and cycling connectivity of residential areas to key services as well as to public transport, therefore improving accessibility. Policy 7.3.4 and 7.3.5 aim to support access to key services including health care, amenities, employment and social activities. Policy 7.3.2 may support transition to a low carbon economy.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	+	0	+	+++	Policy 7.3.5 is likely to have the most significant positive effects as it aims to increase the affordability and accessibility to employment. Policy 7.3.1 is also likely to contribute to economic growth as residential areas will be more connected to walking and cycling routes as well as to public transport meaning they can potentially access employment easier. Increasing access to health care (Policy 7.3.4) may also indirectly benefit the economy. Policy 7.3.2 may support transition to a low carbon economy.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	+++	0	+	+	Policy 7.3.1 and Policy 7.3.2 both aim to promote active and sustainable modes which will likely reduce road traffic congestion. Policy 7.3.4 and 7.3.5 both aim to increase accessibility to key services and wider opportunities for all which will potentially be via the public transport network. Policy 7.3.4 also aims to do this by increasing digital access to health therefore potentially reducing the need to travel. It is unlikely that Policy 7.3.3 will have any effects.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	+	+	All the policies are likely to have an indirect benefit on biodiversity through reducing the number of cars on the road by promoting active and sustainable modes of transport.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	++	0	0	Policy 7.3.3 aims to enhance the historic environment as part of improving the street scene and public realm. However, the remaining policies are unlikely to have any effects on the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	+	++	0	0	Policy 7.3.3 aims to enhance the built environment as part of improving the street scene and public realm. Policy 7.3.1 may have benefits for the townscape if walking and cycling are given priority when developing streets and roads. Air quality improvements as part of Policy 7.3.2 could also have benefits for the townscape. It is unlikely that Policy 7.3.4 and 7.3.5 will have any effects.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	0	0	There are unlikely to be effects on soils.
10. Protect and enhance the quality of the water environment	0	0	0	0	0	There is potential for indirect positive effects on the water environment, however these are likely to be negligible therefore a neutral impact has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	0	There is unlikely to be any effects on flood risk as a result of the policies, therefore a neutral impact has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	+++	0	+	+	Policy 7.3.2 aims to reduce air pollution through promoting the use of low emission vehicles which is likely to have major benefits for air quality. Policy 7.3.1 also aims to promote active and sustainable modes of transport which is likely to improve air quality. Policy 7.3.4 and 7.3.5 may also improve air quality if improvements to accessibly is achieved through public transport. It is not anticipated that Policy 7.3.3 will have any effects.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	+++	0	+	+	Policy 7.3.2 is likely to have major positive effects on reducing GHG emissions as it aims to promote low emissions vehicles. The promotion of active and sustainable transport modes as part of Policy 7.3.1 will also likely reduce GHG emissions. Policy 7.3.4 and 7.3.5 may also reduce the region's contribution to GHG emissions if improvements to accessibly is achieved through public transport. It is not anticipated that Policy 7.3.3 will have any effects.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	0	There is no reference to reducing the vulnerability to climate change therefore no effects are anticipated for any of the policies.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	0	0	Through reducing congestion and road use by cars, by promoting active and sustainable modes of transport, longevity of existing infrastructure should be improved. However, this is likely to be negligible therefore neutral effects have been identified.

Summary:

All five of the policies are likely to have positive effects on improving the health of the population. There is also likely to be indirect effects on biodiversity as a result of all the policies. Policies 7.3.1, 7.3.4 and 7.3.5 are also likely to improve accessibility to key services, reduce road traffic congestion and promote sustainable and active modes of transport. Policies 7.3.1 and 7.3.2 are likely to have moderate benefits for air quality and GHG reduction through promotion of low and zero emission vehicles and active and sustainable transport modes. There is unlikely to be any effects on the soils, the water environment, flood risk, climate change vulnerability and maximising existing infrastructure. There is likely to be benefits for the historic environment as a result of Policy 7.3.3 and Policies 7.3.1, 7.3.2 and 7.3.3 will also likely have benefits for the townscape.

G.8 Objective 8: Ensure transport initiatives improve air quality across the region to exceed good practice standards

Table 19: Air Quality – Policy Assessment

LTP Policy Theme	8.1 Air Quality
LTP Policies	Policy 8.1.1 Reducing vehicle emissions Policy 8.1.2 Keeping emissions low in the future Policy 8.1.3 Improving public health

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 8.1.1	Policy 8.1.2	Policy 8.1.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	+++	+++	+++	Policy 8.1.1 is expected to improve the health of the population through incentivised schemes promoting sustainable modes of transport such as use of bikes or electric cars and investigating the potential for a Clean Air Zone in Cambridge City centre and the feasibility of pricing mechanisms encouraging a reduction in the usage of high pollution vehicles as well as investigating the feasibility of local bus/coach operators switching to electric/hybrid vehicles. Policy 8.1.2 is expected to improve the health of the population by developing new air quality/planning policies in the area's Air Quality Action Plans such as Health Impact Assessments at the pre-application stage for major developments. The policy also aims to provide public information campaigns about the health impacts of air pollution and monitor air quality at key locations to develop and implement effective Air Quality Action Plans. Policy 8.1.3 aims to improve public health through information campaigns and supporting sustainable transport modes.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	0	0	The policies are unlikely to affect health and safety of the transport network.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	0	+	Policy 8.1.1 and 8.1.2 are unlikely to be effects on the accessibility to key services, employment and recreational areas, therefore a neutral impact has been identified. Policy 8.1.3 may have minor benefits as it supports sustainable transport provision which could increase accessibility through different transport modes.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	++	Policy 8.1.1 would have a positive effect delivering reliable and efficient transport networks, by creating 'click and collect' hubs at Park & Rides sites it would reduce the requirement for private use cars to enter town centres. Policy 8.1.2 is also likely to have a positive effect on the support and contribution to delivering a reliable and efficient transport networks through monitoring air quality at key locations to implement effective Air Quality Action Plans and developing new planning policies that require Health Impact Assessments for major developments to aid decision makers during the planning application process for major infrastructure developments that have the potential to deliver new reliable and efficient transport networks whilst maintaining a high level of air quality. Policy 8.1.3 will help ensure a healthy workforce, contributing to the local economy.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	++	+	Policy 8.1.1 is expected to improve and promote sustainable modes of transport through investigating 'last mile' deliveries using electric car/taxi and/or bikes, local bus and coach operators and the feasibility of converting services to electric/hybrid vehicles in the area, incentivised schemes for cycle delivery for appropriate services and develop licensing conditions requiring low emission taxis. Policy 8.1.2 is still expected to have a positive effect and procure low emission vehicles for the local council fleets, however there is less promotion of sustainable modes of transport and alternatives to private car use compared to Policy 8.1.1. Policy 8.1.3 supports sustainable transport modes which may help reduce congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	0	There are likely to be indirect minor positive effects on the protection and enhancement of biodiversity, through reduced usage of private cars on the roads. Policy 8.1.3 is unlikely to have effects.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	There is unlikely to be effects on the maintenance, protection and enhancement of the historic environment, therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	There is unlikely to be effects on the maintenance, protection and enhancement of landscape and townscape character, therefore a neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	There is unlikely to be effects on the protection and conservation of the quality of soils, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	0	0	There are likely to be indirect minor positive effects on the water quality environment through reduced usage of private cars on the roads. However, given these are likely to negligible, a neutral impact has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	There is unlikely to be any effects of flood risk as a result of Policy 8.1.1 or 8.1.2, therefore a neutral impact has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	+++	+++	+	Policy 8.1.1 and 8.1.2 are expected to improve and enhance the local air quality, particularly in the AQMAs. Policy 8.1.1 aims to encourage low emission and sustainable modes of transport (such as low emission taxis, cycle delivery and 'click and collect' facilities away from town centres) through developing licensing conditions, pricing mechanisms and incentivised schemes reducing the impacts within AQMAs. The policy is also investigating the potential for a Clean Air Zone in Cambridge city centre, one of the seven traffic related AQMAs within the Combined Authority Area. Policy 8.1.2 aims to protect and improve the local air quality through monitoring and planning policy improvements. Monitoring of the current air quality at key locations, developing and implementing more effective Air Quality Action Plans are key aims of this policy. Policy 8.1.3 supports sustainable transport modes which may help reduce air pollution from transport.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+++	+++	+	Policy 8.1.1 and 8.1.2 are expected to minimise GHG emissions. Policy 8.1.1 aims to encourage low emission and sustainable modes of transport (such as low emission taxis, cycle delivery and 'click and collect' facilities away from town centres) through developing licensing conditions, pricing mechanisms and incentivised schemes reducing the impacts of GHG emissions and numbers high polluting vehicles, particularly within a potential Clean Air Zone for Cambridge city centre. Policy 8.1.2 aims to protect and improve the local air quality

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 8.1.1	Policy 8.1.2	Policy 8.1.3	
				through monitoring and planning policy improvements. Monitoring of the current air quality at key locations, developing and implementing more effective Air Quality Action Plans to help reduce the Combined Authority area's contribution to climate change. Policy 8.1.3 supports sustainable transport modes which may help reduce GHG emissions from transport.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	There is unlikely to be effects on vulnerability to climate change.
15. Maximising the use and lifespan of existing transport infrastructure	+	0	0	Policy 8.1.1 is about adapting the transport system towards a low carbon system, making use of existing infrastructure but changing the mode/type of travel.

Summary:

Major positive effects are expected on the promotion of sustainable transport mode, which is expected to lead to further major benefits in air quality and GHG reduction especially focused within town centres where three of the seven AQMAs for the Combined Authority area are located. A resultant potential reduction in private car use within town centres will create health benefits from the potential shift of use to sustainable modes of transport for deliveries and out or town 'click and collect' facilities reducing the numbers of cars within town centres. While the use of public transport is promoted highly, which will maximise the use of existing transport infrastructure. Policy 8.1.3 will have benefits for health and the economy through supporting improved public health.

G.9 Objective 9: Deliver a transport network that protects and enhances our natural, historic and built environments

Table 20: Protecting our Natural Environment – Policy Assessment

LTP Policy Theme	9.1 Protecting the Natural Environment
LTP Policies	Policy 9.1.1 Protection and enhancement of the natural environment Policy 9.1.2 Improving sustainable access to the natural environment Policy 9.1.3 Delivering green infrastructure

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 9.1.1	Policy 9.1.2	Policy 9.1.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	++	++	All the policies have a moderate positive effect to improve health through promoting sustainable modes of transport such as improvements to the public Rights of Way to provide a means of sustainable, active travel, particularly for short journeys, in both urban and rural areas, as well as environmentally sustainable access to the natural environment. Whilst also making the natural environment more accessible for all areas of the community.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	++	Policy 9.1.3 has a moderate positive effect by integrating the public Rights of Way network with the wider transport system, introducing quiet lanes and other corridors to provide an essential framework for an effective non-motorised transport network. By improving these areas, it will reduce the usage of private cars and subsequently reduce the number of accidents. Policy 9.1.1 and 9.1.2 also aim to reduce the number of private cars used and promote the use of sustainable modes of transport instead which shall also reduce the number of cars, resulting in fewer accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	+++	+++	Policy 9.1.1 has the potential to have a moderate positive effect on improving accessibility to recreational areas through transport services and operations, and highway and asset management and maintenance. Policy 9.1.2 and Policy 9.1.3 have a major positive effect on improving accessibility to recreational areas for local residents and visitors in both urban and rural settings through seeking input from key stakeholders such as Local Access Forums or improving the green infrastructure network of multiple accesses to recreational areas through new Rights of Way or quiet lanes and greenways.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	++	All three policies provide a moderate positive effect on supporting and contributing to the local economic growth by promoting different modes of sustainable transport instead of private use of cars and providing access to the natural environment.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	+++	+++	All three polices promote sustainable modes of transport through development of the public Rights of Way, or quiet lanes, improving accessibility to the green spaces and sustainable access to the natural environment for both local residents and visitors in both rural and urban settings. Also, through involving stakeholders such as Local Access Forums to advice the Local Authority on improving public access for open air recreation and enjoyment within scheme development it will reduce the road traffic.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+++	++	++	All three policies aim to promote sustainable modes of transport which shall reduce the usage of private cars. This will protect and enhance the biodiversity. However, Policy 9.1.1 does aim to implement the correct and timely use of SEA and HRA to consider the protection and enhancement of the natural environment including geodiversity and biodiversity. Increased footfall to ecological areas due to increased access will need to be managed to ensure these areas are not damaged.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	+	0	0	There is unlikely to be effects on the maintenance, protection and enhancement of the historic environment, therefore a neutral impact has been identified. Although Policy 9.1.1 aims to protect and enhance the environment this is in reference to the natural environment. The build environment in covered under a different policy theme.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	+	+	All the policies have a positive aim to enhance the local landscape through protection and enhancement measures of the natural environment (Policy 9.1.1) or by improving accesses to the natural environment through green corridors and public Rights of Way or involving key stakeholders to ensure public accesses to open air recreation are included in the development of schemes. Increased footfall to countryside areas may affect the tranquillity and character of the area and will need to be managed.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	+++	+	+	Policy 9.1.1 aims to protect and conserve the quality of soils in all stages of planning and design work for transport projects and initiatives, transport services and operations and highway and asset management and maintenance. Policies 9.1.2 and 9.1.3 aim to create environmentally sustainable accesses to the natural environment which could potentially have a positive effect on the quality of soils.
10. Protect and enhance the quality of the water environment	+++	0	0	Policy 9.1.1 aims to protect and conserve the quality of the water environment in all stages of planning and design work for transport projects and initiatives, transport services and operations and highway and asset management and maintenance. Policy 9.1.2 and 9.1.3 promote the use of sustainable modes of transport, especially if non-motorised, therefore resulting in a reduction of private car usage. This has the potential to positively affect the water environment, however these are likely to be indirect and negligible therefore neutral effect identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+++	0	++	Policy 9.1.1 aims to support the delivery of flood risk management plans and implementation of their associated Supplementary Development Plans therefore a major positive effect has been identified. There are unlikely to be any effects as a result of Policy 9.1.2. Policy 9.1.3 has the potential to reduce the risk of flooding by improving green infrastructure which can act as natural flood protection.
12. Protect and improve local air quality, particularly in the AQMAs	++	++	++	The policies all have a moderate positive effect in improving air quality, by enhancing the natural environment and promoting sustainable modes of transport other than public transport such as walking and cycling further reduces the use of private cars and motorised public transport.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	++	++	All the policies will help to minimise GHG emissions and reduce the contributions to climate change by the Combined Authority. Improving accesses to the natural environment (Policies 9.1.2 and 9.1.3) and enhancing the environment (Policy 9.1.1) will see a reduction in unsustainable modes of transport such as private car usage as well as motorised public transport. All three policies promote the use of sustainable, non-motorised modes of transport which will minimise GHG sufficiently.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+	+	+	All three policies promote the use of sustainable modes of transport and by promoting the use of the natural environment and in particular the sustainable accesses to the natural environment both in rural and urban areas. These policies all have a minor positive effect on reducing the vulnerability to climate change by increasing the permeable areas and subsequently reducing flooding and overland flow through reduced impermeable surfaces.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	+	All three policies maximise the use and lifespan of the existing transport infrastructure by reducing the usage of private cars and promoting sustainable modes of transport, with particular emphasis on non-motorised methods which will help reduce the impacts on the transport infrastructure.

Summary:

The policies will have positive effects for protection and enhancement of the natural environment including biodiversity and geodiversity, landscape, soils and the water environment. Policy 9.1.1 in particular will help ensure that transport infrastructure does not cause negative environmental effects and that opportunities for enhancement are maximised. Health and accessibility will also be improved through access to the natural environment by sustainable transport modes. However, increased footfall may affect the tranquillity of the countryside or damage ecological sites, so this will need to be carefully managed. The policies are also likely to have benefits for air quality and GHG reduction through promotion of sustainable non-motorised forms of transport, especially for short journeys.

Table 21: Enhancing our built environments and protecting our historic environments– Policy Assessment

LTP Policy Theme	9.2 Enhancing our built environments and protecting our historic environments
LTP Policies	Policy 9.2.1 Support to enhance our built environment and protect our historic environment

SEA Objectives	LTP Policy Assessment	Summary of Effects
	Policy 9.2.1	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	Policy 9.2.1 is likely to develop a consistent approach to local policy with regard to design which reflects the current and future needs to support the health, social and cultural wellbeing of the community, through improving strategic pedestrian routes and reducing private car usage in the built environment will improve air quality and noise quality benefiting the local residents. This consistent approach should have a minor positive effect on reducing health inequalities between areas and groups.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	There is likely to be minor positive effects on the health and safety of the transport network. Through improving pedestrian routes, it could reduce the number of cars on the roads, indirectly reducing the likelihoods of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Policy 9.2.1 is likely to have a minor positive effect on recreational areas for all areas of the community through improving pedestrianised routes but also the destinations of those routes such as a mixed-use public square. The aim of the policy is to develop high quality public spaces that best meet the required needs.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Policy 9.2.1 is likely to have a minor positive effect on the support and contribution to local economic growth through improvements to the built environment to support tourist activity in the market towns, improving pedestrianised travel within the built environment. Transport forms an integral part of the built environment, and the built environment can support quality of life through planning, design, management and maintenance of transport. Supporting the quality of life in these locations both home-life and work-life is likely to have a positive contribution to the local economic growth.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	The policy is likely to have a moderate positive effect on promoting sustainable modes of transport such as cycling and walking through enhancing pedestrianised routes. By improving the urban realm there is likely to be a reduction in private car use. Subsequent road traffic and congestion will likely be reduced.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	The policy is unlikely to have any effects on biodiversity therefore a neutral impact has been identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	+++	The policy is likely to have a major positive effect on the historic environment, designing and developing the built environment in a way that is sympathetic to the local history. The policy also considers the specific challenges relating to the built environment in market towns and recognises and supports innovation and future mobility patterns, which are key for encouraging tourist activity within historic areas such as market towns.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	++	Policy 9.2.1 is likely to have a moderate positive effect on the townscape. The policy looks to design and develop a safe, accessible urban realm aimed at supporting health, social and cultural wellbeing in a way that is sympathetic to the local character, but also consistent across multiple urban realms.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	There is unlikely to be any effects on soils.
10. Protect and enhance the quality of the water environment	+	The policy has the potential to result in benefits for the water environment due to an enhanced urban realm with respect to improved drainage design.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+	There is potential for minor positive effects on flood risk and the policy aims to support and protect the built environment which may incorporate flood protection.
11. Protect and improve local air quality, particularly in the AQMAs	+	The policy supports protection and enhancement of the built environment including minimising pollution and supporting a move to a low carbon economy. Therefore, having benefits for air quality.
12. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The policy supports protection and enhancement of the built environment including minimising pollution and supporting a move to a low carbon economy. Therefore, having benefits for GHG emissions reduction.
13. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	++	The policy recognises the need to consider how the existing built environment needs to be adapted for, and new development needs to consider, the impacts of climate change. A moderate positive effect has therefore been identified.
14. Maximising the use and lifespan of existing transport infrastructure	++	Policy 9.2.1 aims to use the existing infrastructure, but to also future-proof it for future generations. Enhancements will have to remain sympathetic to the local historic character, however the policy supports and recognises innovation and future mobility patterns.

Summary:

Major positive effects are expected on the protection and enhancement of the historic environment. The policy recognises the importance of enhancing the built environment whilst remaining sympathetic to the local character and local history. Positive effects are expected on the shift to public transport use within the urban environment and a potential reduction in car use, is expected to have subsequent benefits in local air quality and GHG emissions, and minor health benefits from a shift from private car use to improved pedestrian routes promoting cycling and walking.

G.10 Objective 10: Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change

Table 22: Reducing the Carbon Emissions from Travel – Policy Assessment

LTP Policy Theme	10.1 Reducing the Carbon Emissions from Travel
LTP Policies	Policy 10.1.1 Utilising new technologies as they become available to minimise the environmental impacts of transport Policy 10.1.2 Managing and reducing transport emissions Policy 10.1.3 Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 10.1.1	Policy 10.1.2	Policy 10.1.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	++	++	Policy 10.1.1 aims to use new technology such as electric vehicles to reduce environmental impacts of transport which is likely to have air quality benefits and associated health benefits. Policy 10.1.2 directly focuses on reducing transport emissions which will have benefits for health. Policy 10.1.3 encourages sustainable transport modes including walking and cycling which promotes active and healthy lifestyles.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	0	+	Policy 10.1.1 and 10.1.2 are unlikely to affect the health and safety of the transport network. Policy 10.1.3 may encourage modal shift away from the private car which may reduce the numbers of cars on the road and improve health and safety.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	0	++	Policy 10.1.1 and 10.1.2 are focussed on reducing emissions and environmental impacts of transport. They are unlikely to affect accessibility. Policy 10.1.3 is likely to have moderate positive effects as enabling sustainable alternatives to the private car may increase the range of accessible transport options. The policy also recognises the need for new development to have good sustainable transport links and mixed uses that reduce the need to travel by motorised transport.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	+	All the policies encourage a move away from petrol/diesel transport to cleaner more sustainable alternatives which will contribute to a low carbon economy and may make the area attractive to investors and businesses.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	+++	Policy 10.1.1 and 10.1.2 may indirectly reduce car use through use of new technologies or measures to reduce transport emissions but switching from petrol/diesel vehicles to electric vehicles won't reduce road traffic and congestion. Policy 10.1.3 is likely to have major positive effects are it is directly about encouraging sustainable alternatives to the private car including reducing the need to travel.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	There are likely be indirect positive effects on biodiversity from a reduction of transport related emissions resulting from these policies. Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce pollution risk and effects on ecology during construction works, therefore, providing short-term protection.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	+	0	Reducing emissions from transport may have long-term positive effects on the setting of the historic environment, however, at the individual policy level these are considered negligible. Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce effects on the historic environment during construction works, therefore, providing short-term protection.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	+	0	Reducing emissions from transport may have long-term positive effects on the setting of the landscape character, however, at the individual policy level these are considered negligible. Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce effects on landscape during construction works, therefore, providing short-term protection.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	+	0	Soils are unlikely to be affected by Policy 10.1.1 and 10.1.3. Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce pollution risk and effects on soils during construction works, therefore, providing short-term protection.
10. Protect and enhance the quality of the water environment	0	+	0	The water environment is unlikely to be affected by Policy 10.1.1 and 10.1.3. Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce pollution risk and effects on water quality during construction works, therefore, providing short-term protection.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	Flooding is unlikely to be affected by these policies.
12. Protect and improve local air quality, particularly in the AQMAs	++	+++	++	All the policies encourage a move away from petrol/diesel transport to cleaner more sustainable alternatives which will have positive effects on reducing emissions associated with transport. Policy 10.1.2 is likely to have major positive effects as it is directly about reducing transport emissions in a range of sectors and modes.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	+++	++	All the policies encourage a move away from petrol/diesel transport to cleaner more sustainable alternatives which will have positive effects on reducing emissions associated with transport. Policy 10.1.2 is likely to have major positive effects as it is directly about reducing transport emissions in a range of sectors and modes.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	The climate resilience of transport infrastructure is unlikely to be affected by these policies.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	The policies are unlikely to affect this objective.

Summary:

All the policies encourage a move away from petrol/diesel transport to cleaner more sustainable alternatives which will have positive effects on reducing emissions associated with transport, health, reduced congestion and the economy. Policy 10.1.3 is specifically about encouraging sustainable alternatives to the private car including reducing the need to travel which will have benefits for reduced congestion and accessibility. Policy 10.1.2 encourages

the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce effects on the environment during construction works, therefore, providing short-term protection.

G.11 Modal Policies

Table 23: Walking – Policy Assessment

LTP Policy Theme	11 Walking
LTP Policies	Policy 11.1 Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns

SEA Objectives	LTP Policy Assessment	Summary of Effects
	Policy 11.1	
1. Improve the health of the population and reduce health inequalities between areas and groups	+++	The policy aims to promote walking for short distance trips, improve facilities and connectivity for pedestrians, work with public health teams to encourage walking as a means to prevent and treat related conditions. This is likely to have major positive effects on health.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	Improved pedestrian links are expected to establish a safer environment for walkers, hence reducing potential accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	There is likely to be improved connectivity for walking trips therefore increasing accessibility.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Potential minor indirect effects should modal shift of short distance journeys to walking, reducing congestion for commuters.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	Major positive effect is expected as improved pedestrian links which are integrated with infrastructure and developments and improved public realm will likely promote walking as alternative mode of transport. This could potentially reduce the need to travel by car, particularly for short journey, therefore reducing road traffic and congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	There is potential for indirect positive effects on biodiversity though reduced car journeys, therefore a minor positive effect has been identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	The policy is unlikely to affect the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The policy is unlikely to affect the landscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The policy is unlikely to affect soils.
10. Protect and enhance the quality of the water environment	0	The policy is unlikely to affect the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	The policy is unlikely to affect flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	+	Through the promotion of walking, supported by the necessary infrastructure/improvements, car dependency for short journeys are expected to reduce, thereby reducing vehicular emissions and improving local air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Through the promotion of walking, supported by the necessary infrastructure/improvements, car dependency for short journeys are expected to reduce, thereby reducing vehicular emissions, i.e., minimising GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	The policy is unlikely to affect vulnerability to climate change.
15. Maximising the use and lifespan of existing transport infrastructure	0	The policy will likely promote walking therefore reducing the use of cars. This could indirectly reduce the wear and tear of roads and increase the lifespan of the road network. However, this is likely to be negligible therefore a neutral impact has been identified.

Summary:

Considering the aim of Policy 11.1 is to support and improve walking trips, major to moderate positive effects include health benefits; increased safety for walking; and improved accessibility; and promotion of sustainable transport modes. Potential minor benefits on air quality and GHG emissions are expected from potential decrease in car trips.

Table 24: Cycling – Policy Assessment

LTP Policy Theme	12 Cycling
LTP Policies	Policy 12.1 Enhance and expand the existing cycle networks in Cambridge and Peterborough and develop or improve cycling links to the surrounding settlements Policy 12.2: Enhance the cycle network within market towns with high quality links to key destinations and in rural areas provide cycle routes which connect to public transport hubs as well as key destinations such as major employment sites and secondary schools Policy 12.3: Ensure that cycle parking is secure, conveniently located and meets demand Policy 12.4: Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and new links to key destinations where needed Policy 12.5: Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors

SEA Objectives	LTP Policy Assessment					Summary of Effects
	Policy 12.1	Policy 12.2	Policy 12.3	Policy 12.4	Policy 12.5	
1. Improve the health of the population and reduce health inequalities between areas and groups	+++	+++	++	+++	+++	All five policies will likely lead to the improvement of cycling infrastructure which is expected to encourage more cycling activities, increasing associated health benefits. Policies 12.1, 12.2, 12.4 and 12.5 also aim to better connect the cycling network which has the potential to reduce the use of private cars, particularly in market towns, therefore reducing harmful emissions to health. Policy 12.3 is primarily focused on cycle parking and is therefore likely to have moderate benefits.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+++	+++	+	+++	++	Policies 12.1, 12.2 and 12.4 encourage safety through design and cycle segregation. This is likely to help reduce conflicts between cyclists and other road users, increasing safety. Policy 12.3 aims to ensure cycling parking is secure which will help to reduce crime related to bicycle theft. Policy 12.5 promotes cycle training and improved legibility of cycle networks which is likely to contribute to improved road safety.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	+	++	++	The development of cycling infrastructure and connecting the infrastructure to other modes of public transport as included in Policy 12.1, 12.2, 12.4 and 12.5 will likely increase accessibility therefore moderate positive effects have been identified. Policy 12.2 is likely to lead to the increased connectivity of market towns in particular. Policy 12.2 will likely increase accessibility indirectly as individuals may be more inclined to cycle if they are confident their bicycle will be secure.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	0	+	++	Policy 12.5 has the potential to lead to economic growth as it aims to support campaigns such as freight bikes which could reduce costs for businesses and make them more competitive. It would also help relieve congestion in town centres making deliveries more efficient. It also aims to promote cycling for tourists which could make the region more attractive. Policies 12.1, 12.2 and 12.3 could increase access to employment through enhanced transport connectivity therefore contributing to economic growth. Policy 12.3 may have indirect effects associated with increased cycle capacity, but these are likely to be negligible.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	+++	++	+++	+++	All the policies are likely to promote the use of cycling as a viable, active and sustainable mode of transport. This will likely reduce the need to travel by car, therefore reducing road traffic and congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	+	+	There is likely to be indirect benefits for biodiversity as an improvement in cycling infrastructure is likely to encourage an increase in cycling activities. The number of cars on the road could therefore be reduced.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	0	The policies are unlikely to affect the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	+	+	+	+	There is potential for all five policies to improve the townscape and built environment by improving cycling infrastructure. There is potential for this to reduce the number of cars on the road which is also likely to benefit the townscape setting.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	0	0	The policies are unlikely to affect soils.
10. Protect and enhance the quality of the water environment	0	0	0	0	0	The policies are unlikely to affect the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	0	The policies are unlikely to affect flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	+++	+++	++	+++	+++	A major positive effect has been identified for air quality as there is likely to be a reduction of harmful emissions from conventionally fuelled private cars due to potential increase in cycling and walking. Policy 12.3 will likely also lead to an increased uptake of cycling however this is not anticipated to be as significant as the other policies.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+++	+++	++	+++	+++	There is likely to be a major positive effect on reduction of GHG emissions, from the reduction of vehicle emissions and increase in cycling activities. Policy 12.3 is not anticipated to have as significant an effect.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	0	The policies are unlikely to affect vulnerability to climate change effects.

SEA Objectives	LTP Policy Assessment					Summary of Effects
	Policy 12.1	Policy 12.2	Policy 12.3	Policy 12.4	Policy 12.5	
15. Maximising the use and lifespan of existing transport infrastructure	+	+	+	+	+	All the policies have the potential to encourage an increase in cycling activities which therefore has the potential to maximise the use of cycling infrastructure. All the policies will also have the potential to decrease usage of road infrastructure by car and reduce the deterioration rate, however this is likely to be negligible.

Summary:

All five policies are likely to promote cycling as a viable mode of transport through improvements in infrastructure and facilities. This will likely lead to an increase in cycling activities which has the potential to improve health, increase accessibility and reduce road traffic congestion. Policy 12.5 in particular could lead to increased competitiveness of businesses through the use of freight and cargo bikes as well as making the region more attractive for tourists. All the policies will likely result in positive effects for air quality and reducing GHG emissions by reducing the need to travel by car, however the benefits of Policy 12.3 is expected to be less significant as it primarily focuses on cycle parking. An improvement in cycling infrastructure and the reduction in the number of cars could potentially contribute to enhancing the townscape. All five policies will maximise the use of cycling infrastructure and are likely to have indirect positive effects on biodiversity.

Table 25: Delivering a Seamless Public Transport System – Policy Assessment

LTP Policy Theme	13 Delivering a Seamless Public Transport System
LTP Policies	Policy 13.1 Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators Policy 13.2 Improve journey information to maximise the ease of travelling by public transport Policy 13.3 Support the delivery of new and improved integrated, multi-modal transport hubs Policy 13.4 Support additional Park & Ride provision in conjunction with CAM, where fully integrated into local transport networks

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 13.1	Policy 13.2	Policy 13.3	Policy 13.4	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	+	++	++	Deprivation can be linked with poor health and therefore measures in Policy 13.1 on creating a more affordable and integrated ticketing system, especially for those who travel less frequently will help people in these areas access key services. Policy 13.2 is likely to have minor positive effects as it promotes measures to make traveling by public transport easier by improving the journey information available. Policies 13.3 and 13.4 are likely to have moderate benefits through increase access to public transport.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	+	All the policies aim to make public transport more accessible, attractive and reliable. Where modal shift occurs, especially in towns and city centres this is likely to lead to increased health and safety for road users and pedestrians.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	+++	+++	Policy 13.1 and 13.2 will improve accessibility through easier and more affordable public transport travel. Measures such as integrated ticketing and a clearer pricing structure are likely to improve access for vulnerable groups. Policies 13.3 and 13.4 are likely to have major benefits for accessibility. Measures such as improving major transport hubs, creating small rural hubs close to existing transport corridors, and new park and ride facilities along key highway corridors will help increase accessibility via a range of transport options.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	+	++	++	Policy 13.1 and 13.2 are about new ways of ticketing and journey information which may make public transport more accessible and attractive and deliver a more reliable and efficient transport system, facilitating economic growth. Policy 13.3 and 13.4 are about improving multi-modal transport hubs and integrating park and ride facilities with CAM and local transport networks. These measures are likely to improve accessibility of public transport and facilitate modal shift away from the private car, reducing congestion and delivery amore reliable and efficient transport system. It will also help connect rural or less well-connected city areas opening up new areas for employment and business.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	+++	+++	Policy 13.1 and 13.2 are about new ways of ticketing and journey information which may make public transport more accessible and attractive. If modal shift occurs, then there will be a reduction in traffic and congestion. Policy 13.3 and 13.4 are about improving multi-modal transport hubs and integrating park and ride facilities with CAM and local transport networks. These measures are likely to improve accessibility of public transport and facilitate modal shift away from the private car. The policies will also help relieve congestion around the city centre associated with current park and ride sites being too close to the centres.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	? / -	Policies 13.1, 13.2 and 13.3 are unlikely to have an effect on biodiversity or geodiversity. Policy 13.4 has the potential to affect biodiversity and geodiversity depending where the new park and ride sites are located. The site selection process is likely to take ecology into account and sites with low ecological value favoured.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	? / -	Policies 13.1, 13.2 and 13.3 are unlikely to have an effect on the historic environment. Policy 13.4 has the potential to affect the historic environment and archaeology depending where the new park and ride sites are located. The site selection process is likely to take the historic environment into account and favour sites that won't impact the setting of historic assets or high area of archaeology potential. However, unknown archaeology could be uncovered when developing the park and ride sites.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	? / - -	Policies 13.1, 13.2 and 13.3 are unlikely to have an effect on the landscape. Policy 13.4 has the potential to affect the landscape depending on the site chosen as new park and ride sites could be located in areas of existing open green space. The site selection process and park and ride site design such as screening will need to take this into account.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	? / - -	Policies 13.1, 13.2 and 13.3 are unlikely to have an effect on soils. Policy 13.4 has the potential to affect soils/greenfield/agricultural land depending where the new park and ride sites are located. New park and ride sites may be located on existing agricultural land or greenfield land. The site selection process will need to take this into account.
10. Protect and enhance the quality of the water environment	0	0	0	? / -	Policies 13.1, 13.2 and 13.3 are unlikely to have an effect on the water environment. Policy 13.4 has the potential to affect the water environment from contaminated run-off from new park and ride sites. Suitable drainage will be required.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	? / -	Policies 13.1, 13.2 and 13.3 are unlikely to have an effect on flood risk. Policy 13.4 has the potential to affect flood risk as new park and ride sites may introduce impermeable areas into the landscape. Appropriate measures such as permeable surfacing, SuDS will be required to ensure flood risk is not increased.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	++	++	Policy 13.1 and 13.2 are about new ways of ticketing and journey information which may make public transport more accessible and attractive. If modal shift occurs, then there will be benefits for air quality associated with reduced emissions from the private car. Policy 13.3 and 13.4 are about improving multi-modal transport hubs and integrating park and ride facilities with CAM and local transport networks. These measures are likely to improve accessibility of public transport and facilitate modal shift away from the private car, thus reducing transport related emissions and benefiting air quality. The policies will also help relieve congestion around the city centre associated with current park and ride sites being too close to the centres, thus reducing emissions.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	++	++	Policy 13.1 and 13.2 are about new ways of ticketing and journey information which may make public transport more accessible and attractive. If modal shift occurs, then there will be GHG emission reductions. Policy 13.3 and 13.4 are about improving multi-modal transport hubs and integrating park and ride facilities with CAM and local transport networks. These measures are likely to improve accessibility of public transport and facilitate modal shift away from the private car, thus reducing transport related GHG emissions. The policies will also help relieve congestion around the city centre associated with current park and ride sites being too close to the centres, thus reducing GHG emissions.

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 13.1	Policy 13.2	Policy 13.3	Policy 13.4	
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	? / -	Policies 13.1, 13.2 and 13.3 are unlikely to have an effect on climate resilience. Policy 13.4 has the potential to effect resilience as new hardstanding areas on previous greenfield land will increase run-off rates. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing, SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	++	0	Policies 13.1, 13.2 and 13.4 are unlikely to maximise the use of existing transport infrastructure. Policy 13.3 aims to deliver improvements to major transport interchanges which will make them more user-friendly encouraging and maximising their use.

Summary:

The policies aim to enhance the public transport system by ensuring seamless connections both physically and in terms of ticketing. This is likely to have positive effects on health, accessibility, the economy, air quality and reduced congestion as it may facilitate modal shift away from the private car. Policy 13.4 promotes park and ride sites, depending on the location of these sites there could be negative effects on ecology, heritage and landscape. The site selection process will need to take this into account.

Table 26: Rural Transport Services – Policy Assessment

LTP Policy Theme	14 Rural Transport Services
LTP Policies	Policy 14.1: Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders Policy 14.2: Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network Policy 14.3: Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 14.1	Policy 14.2	Policy 14.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	++	++	All three policies aim to increase connectivity in rural areas through improving public transport links. Policy 14.3 also aims to promote demand-responsive transport (DRT) where traditional bus services are not feasible. Physical and mental health of individuals may therefore be improved as otherwise they would not be able to access key services or social activities. Policy 14.2 also aims to promote community car schemes which could foster relationships and have positive effects on social wellbeing.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	It is not anticipated that there will be any direct effects on the health and safety of the transport network as a result of these policies. However, if there is better public transport options in rural areas, the reliance on private cars will likely reduce therefore indirectly reducing the likelihood of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	+++	+++	All three policies are likely to significantly increase accessibility to key services, employment and recreation for the rural community by public transport therefore major positive effects have been identified. Those without access to a car are likely to benefit from these policies in particular. Where traditional bus services are not feasible, Policy 14.3 aims to promote DRT so those communities are able to stay connected to a wider area via public transport.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	++	The local economy is likely to benefit from increased connectivity. Those living in rural locations, particularly those without access to a car, are more likely to be able to access employment opportunities. Policy 14.3 also has potential benefits for organisations which can deliver the DRT services and the introduction of demand responsive services such as Chariot and UberPOOL could also potentially create employment opportunities.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	++	++	The policies are likely to reduce the reliance of private cars by promoting public transport therefore reducing road traffic congestion. The car sharing schemes which are to be promote via Policy 14.3 will likely reduce the need for individual car journeys.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	The policies could have potential indirect effects on biodiversity by promoting the use of public transport and the pooling of transport resources. This will likely reduce the reliance of private cars therefore a minor positive effect is anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	It is not anticipated that the policies will have any effects on the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	It is not anticipated that the policies will have any effects on the landscape or townscape character.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	It is not anticipated that the policies will have any effects on soils.
10. Protect and enhance the quality of the water environment	0	0	0	The policies have the potential to reduce private cars which could have indirect positive effects on the water environment. However, this is likely to be negligible therefore a neutral impact has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	It is not anticipated that the policies will have any effects on flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	+	Increasing the connectivity of rural areas will likely reduce the reliance on private cars for transport. The promotion of pooling transport resources will also reduce the need for individual car journeys. It is therefore likely that Policies will result in air quality benefits.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	+	Increasing the connectivity of rural areas will likely reduce the reliance on private cars for transport. The promotion pooling transport resources will also reduce the need for individual car journeys. It is therefore likely that the Policies will reduce GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	Although rural communities will be more connected and accessible by public transport, it is unlikely that this will increase climate resilience.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	+	By improving connectivity through public transport and car sharing schemes, the policies aim to maximise use of the existing road network and vehicles in a sustainable way. A minor positive effect has therefore been identified.

Summary:

The policies will increase the public transport connectivity of rural areas as well as promoting the use of DRT and pooling services where public transport is not feasible. This is likely to increase accessibility to key services and open up employment opportunities, particularly for those without access to a private car. There is also likely to be economic opportunities for those delivering DRT services or for organisations such as Uber. There is also likely to be a reduction in private car usage due to increase public transport connectivity which is likely to have positive effects on air quality and GHG emissions. There is also potential for indirect positive effects on biodiversity. Neutral effects have been identified for the historic environment, landscape and townscape, soils, the water environment and climate resilience.

Table 27: Improving Public Transport in our Towns and Cities – Policy Assessment

LTP Policy Theme	15 Improving Public Transport in our Towns and Cities
LTP Policies	Policy 15.1 Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency Policy 15.2 Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility Policy 15.3 Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 15.1	Policy 15.2	Policy 15.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	++	++	++	Policy 15.1 aims to promote and improve the bus network which may result in a reduction in the number of vehicle journeys, aims to increase the number of low emission buses and supports the establishment of clean air zones. Vehicle journeys may also be reduced as a result of Policy 15.2 and Policy 15.3 aims to improve congestion in urban areas through measures such as improved public transport, pollution charge, and car restrictions in certain areas. These are likely to lead to an improvement in air quality which may therefore result in health benefits. Improved bus networks are likely to increase accessibility which may enhance the mental and social wellbeing of residents, particularly those without access to a car.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	The potential for the number of vehicle journeys to be reduced as a result of Policy 15.1 and 15.2 which may indirectly reduce the risk of accidents on the road. By reducing congestion as part of Policy 15.3, there may also be indirect positive effects on the safety of the road network.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	+++	+	Policy 15.1 aims to establish more frequent and reliable bus services which cover a wider area. This is likely to increase accessibility to employment and recreational opportunities for the wider community. The establishment of the Cambridge Autonomous Metro (CAM) as part of Policy 15.2 will improve accessibility around the Cambridge city as well as in and out of the city centre, which will allow people to move more efficiently to key services, recreational areas and employment locations. Policy 15.3 will likely improve accessibility through reduced congestion, meaning journey times will be shorted for both vehicle and bus users.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	+++	++	It is likely that Policy 15.1 will contribute to economic growth through enhanced accessibility to employment and increased frequency of buses for workers at all times. The CAM project as part of Policy 15.2 will support local economic growth and competitiveness through delivering reliable and efficient transport networks across Cambridge city and will link the city centre with key business destinations outside of the centre. Policy 15.3 aims to reduce congestion, particularly in cities, which is likely to help to reduce costs for businesses and help to create a more efficient transport network.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+++	+++	+++	Policy 15.1 and 15.2 aims to promote public transport which is attractive for users as an alternative to car travel. This should help reduce congestion and promote a more sustainable form of transport. Policy 15.3 recognises that providing alternatives to car travel may not completely alleviate congestion and will therefore aim to put in place other measures, such as fiscal instruments, to help tackle this issue.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	? / - -	+	Through potentially reducing the number of cars on the road, Policy 15.1, 15.2 and 15.3 may have indirect positive effects on biodiversity. However, Policy 15.2 also aims to support new bus infrastructure which depending on location may have negative effects on biodiversity and geodiversity. It has the potential to impact multiple designated sites: including LNRs and SSSIs and crosses the Cambridge Greenbelt. However, it will make use of existing busways as well as new routes, and the route selection process is likely to take ecology into account and project level mitigation may be required.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	? / - -	0	Policy 15.2 has the potential to impact the historic environment and its setting, multiple listed buildings ranging from Grade I, II to II* at various locations along the route. There are multiple scheduled monuments within 100m; multiple conservation areas and multiple registered parks and gardens are within close proximity of the scheme and could be potentially affected. In addition, there is potential for impacts on buried archaeology. However, effects are dependent on the exact route chosen and the route selection process is likely to take heritage assets into consideration and project level mitigation may be required.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	? / -	0	Policy 15.2 has the potential to have a negative effect on the diversity and distinctiveness of the landscape and townscape character depending on where the changes may be required along the route. There is also likely to be disturbance to the townscape of the city during construction phase of the CAM as tunnelling is required.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	? / -	0	Policy 15.2 could impact upon the Greenbelt and Grades 2, 3, 4 agricultural land. Tunnelling under Cambridge will generate a large amount of excavated material. However, effects are dependent on the exact route chosen and the route selection process is likely to take soils into consideration and project level mitigation may be required.
10. Protect and enhance the quality of the water environment	0	? / -	0	Reducing the number of journeys made by car, there may be indirect positive effects for the water environment from all three policies, however this is likely to negligible. New infrastructure as part of Policy 15.2 could result in contaminated run-off which will negatively affect the water environment. The route for the CAM in Policy 15.2 also crosses a number of waterbodies. Suitable drainage will be required.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	? / -	0	Policy 15.2 has the potential to affect flood risk as new infrastructure may introduce impermeable areas into the landscape. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased. The CAM project is also within Flood Zones 2 and 3 at multiple points around Cambridge City.
12. Protect and improve local air quality, particularly in the AQMAs	++	++	++	It is likely Policy 15.1 will lead to air quality improvements through reducing the private car use and through support of low emission vehicles and zones. Policy 15.2 should also help reduce vehicle journeys and aims to operate with electric bus vehicles. The project passes through two AQMAs; one in Cambridge (Ref 311) and one for the A14 Corridor. By reducing congestion through fiscal measures such as pollution charges, Policy 15.3 also has the potential to improve air quality particularly within city centres.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	++	++	By reducing the number of journeys made by private cars by making the public transport network more attractive, Policy 15.1 and 15.2 have the potential to reduce GHG emissions. Policy 15.3 will also likely reduce GHG emission through reducing congestion.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	? / -	0	Policy 15.2 has the potential to effect resilience as new hardstanding areas on previous greenfield land will increase run-off rates. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	0	0	Policy 15.1 aims to deliver improvements to the bus networks which will make them more attractive and therefore maximise their use. Policy 15.2 requires new infrastructure; however, this will be connected to existing networks which should help to maximise the overall use of public transport. No effects are anticipated for Policy 15.3.

Summary:

All three policies will likely have major positive effects on reducing road traffic congestion. Policy 15.1 and 15.2 aim to promote public transport as an efficient and reliable alternative to car travel and Policy 15.3 aims to introduce measures to reduce congestion beyond improving the public transport network. There is likely to be increased accessibility as a result of all the policies, however Policy 15.1 and 15.2 will create links to a wider area through both improved and new infrastructure. Economic benefits are also likely, particularly for Policy 15.2 which will connect the city centre of Cambridge to key business destinations around the city. Positive effects on air quality and GHG emissions are also expected for all three policies. Policy 15.2 includes the potential for new infrastructure, which could have potential negative effects for biodiversity and geodiversity, the historic environment, landscape, and soils. However, it will make use of existing busways as well as new routes, and the route selection process is likely to take environmental aspects into account and project level mitigation may be required. Tunnelling under Cambridge as part of CAM will generate a large amount of excavated material and a strategy should be developed for its reuse.

Table 28: Travelling by Coach – Policy Assessment

LTP Policy Theme	16 Travelling by Coach
LTP Policies	Policy 16.1 Providing sufficient space and appropriate infrastructure for coach services Policy 16.2 Integrating coach services with wider public transport and highway networks

SEA Objectives	LTP Policy Assessment		Summary of Effects
	Policy 16.1	Policy 16.2	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	The Policies are likely to have a minor positive effect on health as vulnerable individuals will likely have better access to services which could lead to improved physical and mental well-being. There is also potential for indirect positive effects on health through the reduction in private car usage.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	0	Policy 16.1 aims to ensure safe operation of coach services and appropriate parking provision. This may have minor positive effects for health and safety. No effects are anticipated for Policy 16.2.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	It is likely both policies will improve accessibility. Policy 16.1 aims to engage with vulnerable users to determine how coach services could be improved to serve their needs which could subsequently increase mobility and accessibility to key services. Policy 16.2 will integrate coach services with wider public transport, improving the accessibility to the region by coach. It will also increase accessibility to the areas key destinations and attractions which are important for tourism and recreation.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	Policy 16.1 and 16.2 are likely to benefit the visitor economy therefore contributing to the economic growth of the region. Improved coach services and wider integration with the public transport network will make the region's key attractions and destinations more accessible for tourists. It will also make the region more accessible by coach, from airports and other areas, therefore potentially making it more attractive for visitors.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	Both policies will likely improve coach services, making it more attractive for users and promote its use as a viable public transport option for accessing designations and attractions. This is likely to reduce the reliance on private cars and will therefore reduce road traffic and congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	There is potential for both policies to have indirect effects on biodiversity due a reduced number of private cars on the road.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	It is not anticipated that the policies will have an effect on the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	There is unlikely to be any changes to the landscape/ townscape and as a result of the policies. Coach infrastructure allows for pick up and set down of passengers with minimal provision of fixed infrastructure therefore unlikely to be any effects.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	It is not anticipated that the policies will have an effect on soils.
10. Protect and enhance the quality of the water environment	0	0	There is potential for the policies to have indirect positive effects on the water environment due to reduced cars on the roads. However, this is likely to be negligible therefore a neutral effect has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	It is not anticipated that the policies will have an effect on flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	+ / 0	+ / 0	There is potential for positive effects on air quality if the policies result in modal shift from the private car to coaches. However, if this shift is from other public transport modes or from increased numbers of visitors (resulting in more coaches) then effects are likely to be neutral.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+ / 0	+ / 0	There is potential for positive effects on reduction of GHG emissions if the policies result in modal shift from the private car to coaches. However, if this shift is from other public transport modes or from increased numbers of visitors (resulting in more coaches) then effects are likely to be neutral.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	It is not anticipated that the policies will have any effect on climate resilience.
15. Maximising the use and lifespan of existing transport infrastructure	+	+	Policies 16.1 and 16.2 have the potential to result in minor positive effects as the policies will likely maximise the use of the existing road network. Policy 16.2 will likely maximise existing park and ride infrastructure as they will be more accessible by coach and integration with the wider public transport network will maximise use.

Summary:

The policies have the potential to increase the accessibility of the region as well as the key attractions and destinations within the region. This will likely attract more visitors and will have subsequent benefits for the local economy. Policy 16.1 also aims to improve coach services for vulnerable users which could improve the physical and mental well-being of these individuals. There is also potential for positive effects on road congestion, air quality, GHG emissions, biodiversity and the water environment emissions, if the policies result in modal shift from the private car to coaches. However, if this shift is from other public transport modes or from increased numbers of visitors (resulting in more coaches) then effects are likely to be neutral.

Table 29: Travelling by Train – Policy Assessment

LTP Policy Theme	17 Travelling by Train
LTP Policies	Policy 17.1 Support measures to deliver a more reliable, integrated, passenger-friendly rail network Policy 17.2 Facilitate improvements to our rail stations to improve the experience of travelling by train Policy 17.3 Explore options to expand the rail network to link to new settlements, corridors and growth areas Policy 17.4 Support frequency and journey time enhancements our rural and intercity rail links to improve connectivity and capacity

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 17.1	Policy 17.2	Policy 17.3	Policy 17.4	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	++	++	All four policies are likely to increase the attractiveness of train travel through improved reliability, new and improved stations and facilities, and increased connectivity through new rail links. The need to use private car will likely be reduced which may result in air quality improvements therefore improving the health of the population. Accessibility to health services and social activities which could have positive effects on health and wellbeing may be increased by Policy 17.3 and 17.4.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	+	There are unlikely to be any direct effects on road safety as a result of the policies. However, by improving public transport facilities, the number of cars on the road will potentially be reduced, indirectly reducing the likelihood of accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	+++	+++	+++	Increased reliability of services will likely increase accessibility as users are more likely to reach their destination on time. Upgraded and new stations and new train links will significantly increase accessibility to key services, employment and recreation. Enhancing the rural and intercity links will also significantly increase accessibility. Therefore, major positive effects have been identified for the policies.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	+	+++	+++	Policy 17.1 will improve the reliability of the train service, allowing it to be used efficiency by those in employment with confidence in reaching their destination on time. The new stations and new rail links as part of Policy 17.3 and improved frequencies between rural areas and cities included in Policy 17.4 will likely open up new employment and business opportunities, particularly for those without access to a car. Station upgrades in Policy 17.2 are unlikely to contribute as significantly.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	++	++	+++	++	All the policies will promote the public transport network and make it more attractive to travel by train. Policies 17.3 and 17.4 will create new train links as well as more frequent train links therefore opening up regions that are usually most accessible by car. Overall, the policies are likely to reduce road traffic and congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	? / - -	+	Increased use of train services has the potential to reduce the number of cars on the road, indirectly benefitting biodiversity, therefore minor positive effects have been identified for Policy 17.1 and 17.2. The station enhancements as part of Policy 17.2 are anticipated to be contained within the urban area and on land of the existing stations therefore there is unlikely to be any effects. Policy 17.3 may have negative effects on biodiversity as the reinstatement and introduction of new railways could create a barrier effect. Although dependent on the exact location and mitigation measures applied at the project level, the new stations may have negative effects on ecology. The Alconbury Weald station is likely to be close to the Great Stukeley Railway Cutting SSSI. Moderate negative effects have therefore been identified for Policy 17.3.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	? / -	0	There is unlikely to be any effects as a result of Policy 17.1 or 17.4. Station upgrades as part of Policy 17.2 could have effects on the setting of nearby listed buildings during construction, for example, there is a listed building to the east of March station and the setting could be affected during proposed upgrade works. However, long-term effects are unlikely. Effects from Policy 17.3 will be dependent on the exact location of new stations and rail routes. However, there is potential for negative effects on the historic environment and disturbance of archaeology.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	? / - -	0	There are no effects anticipated for Policy 17.1 or Policy 17.4. The station enhancements as part of Policy 17.2 have the potential to change the townscape (both positively and negatively). However, because these are existing stations effects are expected to be negligible. Effects from Policy 17.3 will be dependent on the exact location of new stations and rail routes. However, there is potential for negative effects on the landscape, as these areas may currently be open countryside.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	? / - -	0	No effects are anticipated for Policy 17.1 or Policy 17.4. The station enhancements as part of Policy 17.2 are likely to take place on already developed land within an urban area therefore no effects are anticipated. Effects from Policy 17.3 will be dependent on the exact location of new stations and rail routes. However, there is potential for negative effects due to loss of agricultural land. For example, there is likely to be loss of agricultural land due to the East West railways, and the new stations at Waterbeach and Cambridge South will likely lead to loss of Grade 2 agricultural land. The effects of the Soham and Alconbury Weald and Peterborough South stations will depend on their exact location.
10. Protect and enhance the quality of the water environment	0	0	? / -	0	No effects are anticipated for Policy 17.1, 17.2, or 17.4. There is potential for the new stations and rail routes within Policy 17.3 to increase impermeable areas and contaminated surface runoff. However, this is likely to be mitigated through appropriate drainage.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	? / - -	0	No effects are anticipated for Policy 17.1, Policy 17.2 or 17.4. The train station improvements at March, Manea and Peterborough will take place on already developed land and are unlikely to further contribute to increased flood risk. The new stations within Policy 17.3 have the potential to lead to an increased impermeable area and have the potential to be susceptible to flood risk therefore moderate negative effects have been identified. Soham station is adjacent to an area benefitting from flood defences. Although exact locations are to be determined, Alconbury Weald station is likely to be in Flood Zone 1, Cambridge South in Flood Zone 1 and adjacent to Flood Zone 3, and Waterbeach station is likely to be in an area benefitting from flood defences or Flood Zone 2. The March to Wisbech railway is likely to be at risk from flooding as it passes through Flood Zone 3. The route of the Oxford to Cambridge Arc is yet to be determine therefore effects are uncertain.
12. Protect and improve local air quality, particularly in the AQMAs	++	++	+++	++	Improving train frequencies, reliability and station facilities will likely reduce car travel, therefore improving air quality. The introduction of new stations, the railway reinstatement and introducing a new railway as part of Policy 17.3 will further reduce the reliance on private cars; therefore, positive effects are identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	++	+++	++	Improving train frequencies, reliability and station facilities will likely reduce car travel, therefore reducing GHG emissions. The introduction of new stations, the railway reinstatement and introducing a new railway as part of Policy 17.3 will further reduce the reliance on private cars; therefore, positive effects are identified for GHG reduction.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	There is unlikely to be any effects on climate resilience as a result of the policies.

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 17.1	Policy 17.2	Policy 17.3	Policy 17.4	
15. Maximising the use and lifespan of existing transport infrastructure	+	+	+	+	Policies 17.1, 17.2 and 17.4 aim to maximise the use of existing transport infrastructure either by improving the reliability and frequency of the service or enhancing the existing facilities. Policy 17.3 includes new stations on existing railway lines which will maximise the use of the railway. The reinstatement of the March to Wisbech will also use existing transport routes, however the East West railway will see the delivery of new transport infrastructure.

Summary:

The policies include measures which are likely to promote and improve the experience of using rail services. There is likely to be increased accessibility through improved train frequency, reduced journey times and the introduction of new stations and new railway lines linking growth areas and key centres. This is likely to maximise the use the use of existing infrastructure. The policies are also likely to reduce the use of private car which will have direct positive effects on air quality and GHG emissions, and indirect positive effects on health and biodiversity. Policy 17.3 is likely to have major positive effects for improved accessibility, facilitating economic growth, and encouraging modal shift away from the private car due to the proposed new stations and rail routes. However, this Policy also has potential for negative effects on ecology, historic environment, flood risk, landscape and agricultural land loss depending on the location and project-level mitigation measures for new stations and rail routes.

Table 30: The Local Road Network – Policy Assessment

LTP Policy Theme	18 The Local Road Network
LTP Policies	Policy 18.1 Identifying a Key Road Network Policy 18.2 Promoting more efficient use of the existing network Policy 18.3 Aligning approaches to management and maintenance

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 18.1	Policy 18.2	Policy 18.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	0	+	0	There are likely to be indirect minor positive effects from Policy 18.2 on the improvement of health of the population, through promoting sustainable modes of transport resulting in reduced usage of private cars on the roads and the encouragement of use of rail freight instead of road freight which could lead to health quality improvements associated with poor air quality. Policies 18.1 and 18.3 are unlikely to affect health.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	Policy 18.1 and 18.3 are likely to have positive effects on road health and safety as they will encouraged a co-ordinated and prioritised approach to highway maintenance and transport asset management, maintaining roads in a good condition for users. Policy 18.2 is also likely to have positive effects as a shift of freight movement from road to rail will reduce the number of HGVs on the roads which may improve health and safety. It also aims to reduce the need to travel and encourage public transport instead of the private car which may have benefits for health and safety.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	+	0	Policy 18.2 promotes the use of Intelligent Mobility solutions to actively manage traffic and make more efficient use of existing networks and services, as well as promoting new infrastructure and improving the quality of existing infrastructure which will result in improved accessibility to key services. Measures to discourage vehicles such as parking controls will need to ensure they do not adversely affect vulnerable or mobility impaired people who reply on the car or that appropriate alternative transport modes are in place to meet their needs. Policy 18.1 and 18.3 will facilitate smooth running of the highway network but will have negligible effects on accessibility.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	++	+	All three policies support and contribute to the local economic growth by delivering reliable and efficient transport networks through continued management and maintenance of the local road network. Policy 18.2 further promotes the use of Intelligent Mobility solutions to actively manage traffic and make more efficient use of existing assets and services, as well as promoting new infrastructure and improving the quality of existing infrastructure.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	0	+++	0	There are likely to be indirect major positive effects from Policy 18.2 on the reduction in road traffic especially the number of single occupancy vehicles on the roads where sustainable alternatives exist through new mechanisms such as charging or levies. Promoting sustainable modes of transport and encouraging the use of rail freight instead of road freight will reduce the number of private usage cars. Policy 18.1 and 18.3 will facilitate smooth running of the highway network but will have negligible effects on promoting sustainable modes of transport.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	+	0	There are likely to be indirect minor positive effects from Policy 18.2 on the protection and enhancement of biodiversity, through promoting sustainable modes of transport resulting in reduced usage of private cars on the roads and the encouragement of use of rail freight instead of road freight. There are unlikely to be effects on the protection and enhancement of biodiversity from Policies 18.1 and 18.3, therefore a neutral impact has been identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	There is unlikely to be effects on the historic environment, therefore a neutral impact has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	There is unlikely to be effects on the landscape and townscape character, therefore a neutral impact has been identified.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	There is unlikely to be effects on soils, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	0	0	There is potential for indirect positive effects from Policy 18.2 on the water environment through reducing private cars on the road and encouraging the use of rail freight rather than road. However, this is likely to be negligible therefore a neutral effect has been identified. There is unlikely to be effects on the water environment from Policies 18.1 and 18.3.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	There is unlikely to be any effects of flood risk as a result of these policies, therefore a neutral effect has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	0	++	0	Policy 18.2 encourages the use of rail freight instead of road freight as well as promoting the use of more sustainable modes of transport through new infrastructure and improving the quality of existing infrastructure, and introducing vehicles controls such as parking restrictions/vehicle charging, which could have a moderate positive effect on air quality. There are unlikely to be effects on air quality from Policies 18.1 and 18.3, therefore a neutral effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	++	0	Policy 18.2 encourages the use of rail freight instead of road freight as well as promoting the use of more sustainable modes of transport through new infrastructure and improving the quality of existing infrastructure, and introducing vehicles controls such as parking restrictions/vehicle charging, which could have a moderate positive effect on GHG emissions. There are unlikely to be effects on GHG emissions from Policies 18.1 and 18.3, therefore a neutral effect has been identified.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	There are unlikely to be effects on the vulnerability to climate change.
15. Maximising the use and lifespan of existing transport infrastructure	+	++	++	Policy 18.2 promotes the use of sustainable modes of transport through improving the quality of existing infrastructure; the improved integration of services; and encouraging the use of rail freight instead of road freight which will have a moderate positive effect on improving the lifespan of existing transport infrastructure. The policy also uses Intelligent Mobility solutions to manage traffic and make more use of existing assets and services. Policies 18.1 and 18.3 both promote the continued management and maintenance of the local road network.

Summary:

Positive effects are expected for maximising the use and lifespan of existing transport infrastructure, improving road health and safety, supporting contribution to local economic growth by delivering reliable and efficient transport networks as well as reducing road traffic and the promotion of sustainable transport modes. These positive effects are expected to lead to benefits in air quality and GHG emissions reduction, and subsequently health improvements.

Table 31: Parking – Policy Assessment

LTP Policy Theme	19 Parking
LTP Policies	Policy 19.1 The design of parking Policy 19.2 Managing parking demand Policy 19.3 Parking technology and implications of disruptive technology

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 19.1	Policy 19.2	Policy 19.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	+	+	0	Policy 19.1 and 19.2 aim to increase access through parking for Blue Badge holders in safe, accessible locations close to key services and amenities. The policy also promotes safe, secure parking design for all road users, use of ultra-low emissions vehicles, and use of alternatives modes of transport to the private car. These policies will have minor positive effects on health. Policy 19.3 is unlikely to affect this objective.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	0	Policy 19.1 and 19.2 aim to manage and reduce demand for parking. This may reduce the numbers of vehicles in city/town centres making them safer for pedestrians and cyclists. Policy 19.3 is unlikely to affect this objective.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	+	+	All the policies aim to increase access through parking for Blue Badge holders in safe, accessible locations close to key services and amenities. The policy also promotes safe, secure parking design for all road users, use of ultra-low emissions vehicles, use of alternatives modes of transport to the private car, and smart technology.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	0	+	Policy 19.1 and 19.3 may indirectly benefit the economy as reduced town and city centre congestion will enable public transport and cycling to be more reliable and efficient. Use of smart technology will also have benefits. Policy 19.2 aims to manage parking by encouraging alternative modes of transport. However, reduction in parking or higher pricing may put some people off, whilst encouraging others.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	+	+	0	Policy 19.1 and 19.2 aim to manage and reduce demand for parking. This may reduce the numbers of vehicles in city/town centres reducing congestion. Policy 19.3 is unlikely to affect this objective.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	0	0	The policies are unlikely to affect biodiversity or geodiversity.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	The policies are unlikely to affect the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	0	0	The polices are unlikely to affect the landscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	0	0	The policies are unlikely to affect soils.
10. Protect and enhance the quality of the water environment	0	0	0	The policies are unlikely to affect the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	The policies are unlikely to affect flooding.
12. Protect and improve local air quality, particularly in the AQMAs	+	+	0	Policy 19.1 promotes use of electric and other ultra-low emission vehicles through lower tariffs on parking and priority spaces with charging infrastructure. This will help increase uptake of non-petrol/diesel vehicles which will have benefits for air quality. Policy 19.2 seeks to reduce demand for parking through provision of alternatives. This will help modal shift away from the private car and therefore, a reduction in associated transport emissions. Policy 19.3 is unlikely to affect emissions.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	+	0	Policy 19.1 promotes use of electric and other ultra-low emission vehicles through lower tariffs on parking and priority spaces with charging infrastructure. This will help increase uptake of non-petrol/diesel vehicles which will have benefits for GHG emission reduction. Policy 19.2 seeks to reduce demand for parking through provision of alternatives. This will help modal shift away from the private car and therefore, a reduction in associated transport emissions. Policy 19.3 is unlikely to affect emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	The policies are unlikely to affect climate resilience.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	The polices are unlikely to affect maximising existing infrastructure.

Summary:

Policy 19.1 and 19.2 aim to increase access through parking for Blue Badge holders in safe, accessible locations close to key services and amenities. The policy also promotes safe, secure parking design for all road users, use of ultra-low emissions vehicles, and use of alternatives modes of transport to the private car. These policies will have minor positive effects on health, transport safety, accessibility, the economy and air quality.

Table 32: Making Long Distance Journeys by Car – Policy Assessment

LTP Policy Theme	20: Making Long Distance Journeys by Car
LTP Policies	Policy 20.1 Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility Policy 20.2 Develop new road corridors where required to support development and housing growth Policy 20.3 Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 20.1	Policy 20.2	Policy 20.3	
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	- / +	- / +	The A10 Ely to Cambridge Highway Capacity Improvements project included in Policy 20.1 is likely to have minor or negligible effects, however this is subject to the impact of the project on journey numbers and air quality impacts. However, the busway and cycling enhancements may result in air quality improvements through reduced car use as well as higher uptake of cycling as an active mode of travel, therefore improving health. The improvements to junctions 37 and 38 on the A14 and the A47 Corridor Improvement Programme as part of Policy 20.1 may also have minor or negligible effects, depending on journey number and air quality impacts. For Policy 20.2, the A141 Alconbury Weald project will make provision for cyclists and pedestrians, resulting in health benefits for the population. However, the new access will also cater for additional traffic resulting in an increase in emissions. The M11, A141 and Third River Crossing capacity enhancements will likely alleviate congestion but could also attract additional traffic. Thus, the overall effect would be mixed. For Policy 20.2, the A1 and A428 projects will likely lead to increase capacity between Baldock and Brampton. This has the potential to increase the number of vehicles which could have detrimental effects on health through reduced air quality. Policy 20.3 also includes the A1 Wittering Junction improvements which may alleviate congestion which may result in a minor positive impact with regards to health by improving air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	- / ++	- / ++	There is potential for road safety to be improved and therefore the number of accidents as a result of improvements to junctions as part of the A10, A14 and A47 projects within Policy 20.1. The busway and cycleway improvements as part of the A10 project also has the potential to reduce the number of cars of the road and therefore indirectly reduce the likelihood of accidents. Policy 20.2 and 20.3 are likely to have mixed effects. The upgrades to the road network as part of Policy 20.2 may result in improved safety of the road, however if there is an increase in capacity and therefore an increase in the number of vehicles on the road, there may be an increased risk of accidents. The A141 Alconbury Weald project in Policy 20.3 makes provision for pedestrians and cyclists therefore improving safety. Policy 20.2 also aims to improve the A1 junction at Wittering which will have a positive impact on cars joining the A1. This junction replacement from a grade crossing to a grade separated junction will have the positive impact on reducing accidents.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	++	++	It is likely that accessibility to key services will be improved through the projects included within Policy 20.1 as they are likely to relieve congestion and provide additional capacity. The busway will also provide a new transport link therefore increasing accessibility. Policy 20.2 will likely improve access given that the A141 Junction project will alleviate traffic on the outskirts of Huntingdon, thereby improving accessibility of services, facilities, employment and recreational facilities within the town centre and surrounding areas. The Alconbury Weald project will also improve accessibility for future residents of the eastern parts of Alconbury Weald. The Third Huntingdon Crossing will also provide an additional crossing point of the River Great Ouse. The A1 project as part of Policy 20.3 will improve the road network links within the Combined Authority, as well as with London. The A428 improvements will also provide a new link between Cambridge, Oxford and Milton Keynes, and the A1 Wittering junction could potentially improve accessibility by providing better infrastructure to allow cars to join the A1 more safely.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	++	Policy 20.1 and 20.2 may contribute to economic growth as the projects aim to improve accessibility to services and create a more efficient transport network. The upgrades to the road links as part of Policy 20.3 are also likely to contribute to economic growth given the improved links between the Combined Authority, London, Oxford as well as with the wider highway network. The A1 Wittering Junction project could potentially improve the reliability and efficiency of the transport network which would have a resultant positive impact on supporting and contributing to local economic growth.
5. Reduce road traffic and congestion through reducing the need to travel by car and improve and promote sustainable modes of transport including public transport, cycling and walking	- / ++	- / ++	- / ++	Policy 20.1 is likely to have mixed effects. The projects which aim to improve the road network may encourage more trips to be made by car therefore minor negative effects have been identified. However, the busway will promote and improve the public transport offer for local users as well as reducing the reliance on private car, therefore reducing road congestion. All the projects within Policy 20.2 will likely alleviate congestion, however improvements to the road network also have the potential to attract additional traffic. Policy 20.3 upgrades and capacity improvements to the identified section of the A1 and the improved link of the A428 is likely to improve and alleviate congestion, however there may an increase in the number of vehicles as a result of the project. The A1 Wittering Junction project will improve junction access to the A1, which will aid both private use cars as well as public transport joining the A1. The project is unlikely to reduce road traffic and congestion through reducing the need to travel by car.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / - -	? / - -	? / - -	The policies have the potential for negative effects. The A47 improvements under Policy 20.1 are adjacent to designated sites including the Nene Washes SSSI, SPA and Ramsar site as well as other SSSIs and an LNR. The junction improvements also have the potential to affect SSSI, SAC and LNR sites. There is also potential for negative effects as a result of the A10 improvements given land take, although not on specific designated sites. Subject to the final location and design of the new A141 Alconbury Weald project under Policy 20.2, there may be negative effects on the Great Stukeley Railway Cutting SSSI. The A141 capacity enhancements may also affect this SSSI. The effects of the Third River Crossing are unknown and will be dependent on an exact location, however it is likely there will be negative effects. The M11 Extension is also likely to have negative effects on biodiversity as it involves constructing a new road, however this will depend on the exact route. For Policy 20.3, there are several SSSIs and LNRs in proximity to the section of the A1 between Baldock and Brampton and there are also SSSIs which may be affected by the A428 improvements. Negative effects on biodiversity could occur during the construction of the project from disturbance or loss of habitat. However, effects will be dependent on project design and mitigation measures.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	? / -	? / -	The policies have the potential for negative effects. The potential for minor negative effects have been identified for the A10 and the A47 project, however this is subject to the extent and location of the proposed works. The busway as part of the A10 improvements has the potential to result in negative effects as it has the potential to affect the setting of a conservation area, listing buildings and scheduled monuments. There is also potential for minor negative effects as a result of the A14 junction improvements given the proximity of junction 38 to a scheduled monument and the A47 improvements may impact the setting of listed buildings and a registered park and garden. The A141 capacity improvements and M11 extension under Policy 20.2 have the potential to affect buildings, sites and features of archaeological, historical or architectural interest, as some land take is expected. However, no effects are anticipated for the Alconbury Weald project. The effects of the Third River Crossing are unknown but there is potential for negative effects. Policy 20.3 may result in minor negative effects as there are multiple listed buildings and scheduled monuments alongside the A1 project section and there is also potential for listed building to be affected as a result of the A428 improvements. There are also a number of Conservation Areas adjacent to the A1 and the setting of these may be affected. Effects will be dependent on project design and mitigation measures.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	? / -	? / -	The policies have the potential for negative effects. Projects involving new highways are likely to affect the character of the landscape. Effects will be dependent on project design and mitigation measures.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	? / - -	?/ - -	? / -	Policy 20.1 has the potential for negative effects. The A10 improvements have the potential for negative effects depending on the extent of works. The busway may lead to the loss of agricultural land of Grades 2 and 3 and the route potentially passes through the greenbelt. The A47 project has the potential to have negative effects as it passes through Grade 1 and 2 agricultural land and will require land take. The A14 improvements are located within Grade 3 and Grade 4 agricultural land therefore minor negative effects are likely. As part of Policy 20.2, the A141 capacity improvements will require land take of predominantly Grade 2 and 3 agricultural land. Although the exact route of M11 Extension is unknown, it is likely that it will result in negative effects given the amount of land-take of agricultural land it will require. It is likely to pass through predominantly Grade 1, 2 and 3 as well as the Cambridge Green Belt. However, it is unlikely that the Alconbury Weald will have any significant effects. Policy 20.3 may result in effects on the London Area Greenbelt at Baldock as this section of the A1 passes through agricultural

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 20.1	Policy 20.2	Policy 20.3	
				land including Grade 1 and 2. The route of the A428 passes through predominately Grade 1 agricultural land. The upgrades and capacity improvements to these road networks are likely to lead to permanent land take therefore moderate negative effect has been identified. However, effects will be dependent on the project design and mitigation measures. The A1 Wittering Junction project is likely to require land take consisting of Grade 3 agricultural land to replace the junction. A minor negative impact has therefore been identified.
10. Protect and enhance the quality of the water environment	? / -	? / -	? / -	The policies have the potential to have negative effects on the water environment. The projects are likely to increase the impermeable area therefore resulting in a potential for contaminated runoff. There are a number of waterbodies adjacent to the A1 upgrade and capacity improvement works as part of Policy 20.3 and it crosses the River Ivel and River Great Ouse and the A428 also crosses the River Great Ouse which may be affected by contaminated run off. Effects will dependent on project level mitigation measures.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	? / -	? / -	By increasing the impermeable area, the projects included within Policy 20.1 and Policy 20.2 have the potential to contribute to the risk of flooding. The A14 Junction improvement projects are located within Flood Zone 1, however there is an area of Flood Zone 3 adjacent to junction 37. The proposed busway as part of the A10 improvements would cross Flood Zones 1 and 2. The A47 improvements are predominately located within Flood Zone 3 and 2, crossing into areas benefiting from flood defences as well as being adjacent to flood storage area at the Nene Washes. The M11 Extension may pass through Flood Zone 1 – 3 and will therefore be a risk of flooding. The Alconbury Weald project is located is Flood Zone 1 and, in some areas, the A141 capacity improvements is within Flood Zone 3. The Third River Crossing location is currently unknown. The section of the A1 and A428 as part of Policy 20.3 are both predominately within Flood Zone 1, however they do pass through areas of Flood Zone 2 and 3 which means there is potential for the roads to be affected by flooding. All the projects within 20.3 will also likely to increase the impermeable area through capacity improvements which may contribute to the risk of flooding. Appropriate drainage will need to be considered for all the projects.
12. Protect and improve local air quality, particularly in the AQMAs	**- / ++**	- / +	- / +	The policies aim to reduce congestion on the highway network. This will help reduce emissions associated with idling vehicles and improve air quality. However, an unintended consequence may be that it encourages increased vehicle use. There is also an AQMA on a section of the A1 near Sandy (Central Bedfordshire) which may be affected and there may also be effects on the St Neots and Brampton AQMAs. The A1 Wittering Junction upgrade would also have a positive impact on reducing localised congestion.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	**- / ++**	- / +	- / +	The policies aim to reduce congestion on the highway network. This will help reduce GHG emissions associated with idling vehicles. However, an unintended consequence may be that it encourages increased vehicle use.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	? / -	? / -	Policy 20.1, 20.2 and 20.3 have the potential to effect resilience as they are likely to create new hardstanding areas which will increase run-off rates. This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	- / +	- / +	- / +	Policy 20.1, 20.2 and 20.3 aim to improve the capacity and efficiency of the road network, however the projects require the construction of new transport infrastructure therefore a mixed effect has been identified.

Summary:

The policies aim to reduce congestion on the highway network. This will have benefits for health, air quality, and GHG reduction. However, an unintended consequence may be that it encourages increased vehicle use. The policies have the potential to increase the accessibility within the region by improving the capacity of the road network and supporting economic growth. Policy 20.1 also aims to promote a busway which could be used as an alternative to car travel. The policies promote new highway infrastructure and therefore, there is potential for negative effects on biodiversity, landscape, historic environment, and soils depending on their location, design and project level mitigation measures.