

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix A - LTP Policies and Projects

January 2020

Cambridgeshire and Peterborough Combined Authority

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## A. LTP Policies and Projects

#### A.1 LTP Policies

The Cambridgeshire and Peterborough Combined Authority Local Transport Plan (LTP) policies are presented in Table 1. There are ten LTP objectives under which 22 of the policies are structured. The remainder of the policy themes are transport mode specific and are therefore structured under Modal Policies. The objectives are as follows:

- Objective 1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
- Objective 2: Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity
- Objective 3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
- Objective 4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
- Objective 5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries
- Objective 6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
- Objective 7: Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
- Objective 8: Ensure transport initiatives improve air quality across the region to meet good practice standards
- Objective 9: Deliver a transport network that protects and enhances our natural, historic and built environments
- Objective 10: Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

#### Table 1: LTP Policies

Policy Themes	Policies			
Objective 1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues				
Policy theme 1.1: Enabling development	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			
Objective 2: Connect all new and exis	ting communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity			
Policy theme 2.1 Planning and	Policy 2.1.1: Support the provision of sustainable connectivity to and within developments			
designing developments sustainably	Policy 2.1.2: Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development			
	Policy 2.1.3: The design of parking (see also policy theme 19)			
Policy theme 2.2: Expanding labour	Policy 2.2.1: Support measures to reduce peak demand on the highway network			
markets	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			
Objective 3: Ensure all of our region's	s businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports			
Policy theme 3.1: Accessing ports	Policy 3.1.1: Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail			
and airports	Policy 3.1.2: Support improved road and rail connectivity to nearby airports, in particular at Stansted			
	Policy 3.1.3: Support the region's 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			
Policy theme 3.2: Supporting the	Policy 3.2.1: Improving connectivity to international gateways and larger centres			
local visitor economy	Policy 3.2.2: Delivering an integrated transport network easily navigable for those 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			
Policy theme 3.3: Supporting	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			
business clusters	Policy 3.3.2: Improve local connectivity to bring firms and organisations in our towns and cities closer together			
Policy theme 3.4: Freight	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			
Objective 4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability				
	Policy 4.1.1: Managing the risks to the transport network presented by climate change			

Policy Themes	Policies			
Policy theme 4.1: Building a resilient and adaptive transport network to 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			
Policy theme 4.2: Maintaining and	Policy 4.2.1: Investigating the feasibility of harmonising highways and transport asset maintenance standards and performance indicators			
managing the transport network	Policy 4.2.2: Supporting highway authorities in minimising the whole life costs of the highway			
	Policy 4.2.3 Addressing the challenges of climate change and enhancing our communities and environment			
Objective 5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries				
Policy theme 5.1: Safety for all – a	Policy 5.1.1: A multi-agency approach to improving road safety			
safe systems approach	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			
Policy theme 5.2 Ensuring transport	Policy 5.2.1: Addressing personal safety and security issues			
security	Policy 5.2.2 Improving the security of public transport stops, stations and hubs			
Objective 6: Promote social inclusion	through the provision of a sustainable transport network that is affordable and accessible for all			
Policy theme 6.1: Transport	Policy 6.1.1: Supporting and promoting demand-responsive community transport services			
accessibility for all	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 accessibility			
Policy theme 6.2: Transport pricing	Policy 6.2.1: Improve our public transport to provide an affordable alternative to the car			
and affordability	Policy 6.2.2: Increase the affordability of travelling by bus and rail			
Policy theme 6.3: Access to	Policy 6.3.1: Access to education			
education and key services	Policy 6.3.2: Access to non-emergency health and social care, and other key services and amenities			
	Policy 6.3.3: Digital inclusion			
Policy theme 6.4: The future of	Policy 6.4.1: Promote and support research, innovation and engagement work undertaken by Smart Cambridge			
mobility	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			
Objective 7: Provide 'healthy streets'	and high-quality public realm that puts people first and promotes active lifestyles			
Policy theme 7.1: Public rights of	Policy 7.1.1: Align policies for Public Rights of Way across Cambridgeshire and Peterborough			
way and waterways	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: Integrate new development into the Public Rights of Way network without damaging the countryside			

Policy Themes	Policies		
	Policy 7.1.5: Make available high quality, definitive information, maps and records on the network		
	Policy 7.1.6: Ensure the network is complete to meet the needs of today's users and land managers		
	Policy 7.1.7: Support better land and waterway management		
Policy theme 7.2: Promoting and raising awareness of sustainable	Policy 7.2.1: Support travel plan development and implementation of travel plan measures within workplaces so that healthy, safe, low carbon travel options for commuters are actively encouraged and supported		
transport options	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		
Policy theme 7.3: Supporting and	Policy 7.3.1: Reducing physical inactivity through active travel infrastructure, education, training and promotion		
promoting health and wellbeing	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 and social care, and leisure facilities / amenities		
	Policy 7.3.5: Increasing ability to access to wider opportunities - employment, social activities		
Policy theme 7.4: Reducing noise	Policy 7.4.1 Monitoring and reducing noise pollution from the road network		
pollution	Policy 7.4.2 Monitoring and reducing noise pollution from airports		
	Policy 7.4.3 Monitoring and reducing noise pollution from the railway network		
	Policy 7.4.4 Monitoring and reducing noise pollution from construction		
Objective 8: Ensure transport initiation	ves improve air quality across the region to meet good practice standards		
Policy theme 8.1: Improving air	Policy 8.1.1: Reducing vehicle emissions		
quality	Policy 8.1.2: Keeping emissions low in the future		
	Policy 8.1.3: Improving public health		
Objective 9: Deliver a transport netwo	ork that protects and enhances our natural, historic and built environments		
Policy theme 9.1: Protecting our	Policy 9.1.1: Protection and enhancement of the natural environment		
natural environment	Policy 9.1.2: Improving sustainable access to the natural environment		
	Policy 9.1.3: Delivering green infrastructure		
Policy theme 9.2: Enhancing our built environments and protecting our historic environments	Policy 9.2.1: Work with our local highway and planning authority partners to enhance and protect our built and historic environment		
Objective 10: Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change			
Policy theme 10.1: Reducing the	Policy 10.1.1: Utilising new technologies as they become available to minimise the environmental impacts of transport		
carbon emissions from travel	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		

Policy Themes	Policies		
Modal Policies			
Policy theme 11: Walking	Policy 11.1: Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns		
	Policy 11.2: Ensure that new developments provide a high-quality walking environment		
Policy theme 12: Cycling	Policy 12.1: Enhance and expand cycling infrastructure across Cambridgeshire and Peterborough, including connecting links to surrounding towns, villages and rural areas		
	Policy 12.2: Provide secure, conveniently located cycle parking that meets demand		
	Policy 12.3: Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and to key destinations		
	Policy 12.4: Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors, including the uptake of new cycle technologies such as affordable e-bikes		
	Policy 12.5: Embed cyclists needs in the design stage of new transport infrastructure		
Policy theme 13: Delivering a	Policy 13.1: Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators		
seamless public transport system	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 Cambridgeshire Autonomous Metro (CAM), where fully integrated into local transport networks		
Policy theme 14: Rural transport services	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 measures to better manage demand for road space following the provision of high-quality public transport infrastructure		
Policy theme 15: Improving public transport in our towns and cities	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		
Policy theme 16: Travelling by coach	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		
Policy theme 17: Travelling by train	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 on our rural and intercity rail links to improve connectivity and capacity		
Policy theme 18: The local road	Policy 18.1: Identifying a Key Route Network		
network	Policy 18.2: Promoting more efficient use of the existing network		
	Policy 18.3: Aligning approaches to management and maintenance		

Policy Themes	Policies	
Policy 19.1: The design of parking and parking standards		
	Policy 19.2: Managing parking demand	
	Policy 19.3: Parking technology and implications of disruptive technology	
Policy theme 20: Making long-	Policy 20.1: Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility	
distance journeys by car	Policy 20.2: Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad	

### A.2 LTP Projects

The projects included in the Cambridgeshire and Peterborough Combined Authority LTP Delivery Plan are presented in Table 2 to Table 6 below based on geographical location.

#### Table 2: Projects in Peterborough

Project	Description	SEA Assessment
A47 Junction 18 improvements	Capacity enhancements, refurbishment and renewal of existing footbridges, and new signalised crossings for pedestrians and cyclists	Assessed as a standalone project in Appendix H
A1139 Fletton Parkway Junction 3 – 3A	Carriageway widening to three lanes in each direction over East Coast Main Line	Assessed as a standalone project in Appendix H
A1139 Fletton Parkway Junction 3	Capacity enhancements at junction, including full signalisation and/or widening of A1139 off-slips	Assessed as a standalone project in Appendix H
A1260 Nene Parkway Junction 32/33	Carriageway widening to three lanes in each direction over River Nene, and/or alternative options to relieve traffic flow	Assessed as a standalone project in Appendix H
A1260 Nene Parkway Junction 15	Capacity enhancements at junction (lane widening)	Assessed as a standalone project in Appendix H
A15 Paston Parkway Junction 22 to Glinton Roundabout	Dualling of the A15 between Junction 22 and the Glinton Roundabout and associated junction improvements. Longer term goal of dualling into southern Lincolnshire.	Assessed as a standalone project in Appendix H
Eastern Industries Fengate Capacity	Improvements to existing roads and junctions Pedestrian and cycling improvements	Assessed as a standalone project in Appendix H
Stanground Access	Improvements to the A605 / B1095 junction by creating an additional right turn lane	Assessed as a standalone project in Appendix H
Stanground Bypass Dualling	Dualling of the eastern end of the Stanground Bypass	Assessed as a standalone project in Appendix H
Stanground Fire Station Junction	Junction improvements	Assessed as a standalone project in Appendix H
North Westgate Redevelopment	Highway improvements are still being determined and these will be developed as part of the master planning process	Assessed as a standalone project in Appendix H
Midgate, Broadway and Northminster public realm improvements	Completion of public realm improvements, including new paving, lighting and street furniture, within Peterborough city centre	Assessed as a standalone project in Appendix H
Fletton Quays New Footbridge	Provision of a new footbridge across the River Nene between Fletton Quays and the Embankment	Assessed as a standalone project in Appendix H
A47 Wansford to Sutton	Dualling of the A47 between Wansford and Sutton, and associated junction improvements at the Wansford / A1 roundabouts	Assessed as a standalone project in Appendix H
A1 Wittering Improvement	New grade separated junction to improve road safety and access to Wittering village	Assessed as a standalone project in Appendix H
A47 corridor improvement programme	Capacity improvements to A47 corridor, with the long-term aspiration of dualling the route throughout	Assessed as part of Policy Theme 20: Making Long Distance Journeys in Appendix G
A16 Norwood Dualling	Dualling a small section near the Norwood development with a longer-term aspiration of dualling into South Lincolnshire	Assessed as a standalone project in Appendix H
Werrington Dive Under	New grade-separated railway junction north of Peterborough to provide additional rail freight capacity	Assessed as a standalone project in Appendix H
Huntingdon to Peterborough Four Tracking	Reinstating four tracks from Huntingdon to Peterborough along the East Coast Main line to provide additional capacity	Assessed as a standalone project in Appendix H
Queensgate Bus Interchange	Improvements to the bus interchange and better links with the railway station	Assessed as a standalone project in Appendix H
A605 Oundle Road Widening - Alwalton to Lynch Wood Business Park	Provide additional lanes inbound to Lynch Wood Business Park and accompanying junction improvements	Assessed as a standalone project in Appendix H

Project	Description	SEA Assessment
Crescent Bridge Pedestrian and Cycle Bridge	Enhancements to bridge across railway line to improve pedestrian and cycle facilities	Assessed as a standalone project in Appendix H
Frank Perkins Parkway Junction 4 - 5 widening	Widening of Parkway to three lanes in each direction	Assessed as a standalone project in Appendix H
Hampton East Coast Main Line (ECML) Rail Crossing	Developer-led proposals for a new bridge and link road between the A605 Stanground Bypass and the London Road / The Serpentine roundabout	Assessed as a standalone project in Appendix H
Closure of level crossings	Network Rail led initiative to replace or remove level crossings. Doing so will improve safety and journey times across the transport network	Assessed as a standalone project in Appendix H
Peterborough Rail Station Western Access	New entrance to Peterborough station to serve the western side of the city, with improved pedestrian and cycle facilities	Assessed as part of Policy Theme 17: Travelling by Train in Appendix G
Sustainable Travel Improvements	Promoting sustainable travel and infrastructure improvements in Peterborough	Assessed as a standalone project in Appendix H
Peterborough University Access	A package of improvements to create and enhance walking and cycling links to the University, improve highway access to the Parkway network, and consider how best to replace the surface- level parking provision that currently occupies the University site.	Assessed as a standalone project in Appendix H

#### Table 3: Projects in Greater Cambridge

Project	Description	SEA Assessment
CAM Central tunnelled infrastructure within Cambridge	Delivery of a segregated, high quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section of route provides high quality, segregated connectivity – unaffected by traffic congestion – for CAM services across and within Cambridge, transforming accessibility to key destinations and employment sites from across Cambridgeshire and Peterborough.	Assessed as a standalone project in Appendix H
CAM Cambridge towards St Ives, Huntingdon, Alconbury Weald and Peterborough and/or Fenland	Delivery of a segregated, high quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section will connect St Ives, at the end of the Cambridgeshire Guided Busway, to Huntingdon and Alconbury Weald, with the potential for further extensions to Peterborough and/or Fenland. The route will also include high quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.	Assessed as a standalone project in Appendix H
CAM Cambridge East towards Mildenhall	Delivery of a segregated, high quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section of the route will provide important connectivity to the east of Cambridge, opening up development for 2,500 homes, and includes a connection to the Newmarket Road P&R site and/or the relocation of the P&R site to Airport Way closer to the A14. The route will also include high quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.	Assessed as a standalone project in Appendix H
CAM Cambridge Biomedical Campus towards Haverhill (Cambridge South East Transport Study)	<ul> <li>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations n Cambridge.</li> <li>This section will connect the future Cambridge South station, Cambridge Biomedical Campus and Babraham Research Campus to new developments in Granta Park, and a new Park &amp; Ride site at the A11, with the potential for a future extension to Haverhill.</li> <li>The route will also include high-quality provision for pedestrians, cyclists, horse riders and other nonmotorised users, encouraging active travel by providing safe and attractive facilities.</li> </ul>	Assessed as a standalone project in Appendix H
CAM Cambridge Science Park to Waterbeach (Cambridge North East Transport Study)	<ul> <li>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.</li> <li>This component of the route will help to connect Waterbeach New Town to the Science park and City Centre, encouraging the development of over 9,000 new homes in Waterbeach and 5,000 jobs at the Science Park as well as supporting development at Cambridge Northern Fringe East. It will also provide new Park &amp; Ride capacity on the A10 corridor, at an expanded Milton Park &amp; Ride and/or a new site near Waterbeach.</li> <li>The route will also include high-quality provision for pedestrians, cyclists, horse riders and other nonmotorised users, encouraging active travel by providing safe and attractive facilities.</li> </ul>	Assessed as a standalone project in Appendix H
CAM Cambridge to Cambourne and St Neots	Delivery of a segregated, high-quality mass transit network connecting existing market towns and new settlements in Greater Cambridge to key destinations in Cambridge. This section will connect Central Cambridge to Cambourne, serving major developments at West Cambridge, Bourn Airfield and Cambourne, with potential for a future extension to St Neots. The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non- motorised users, encouraging active travel by providing safe and attractive facilities.	Assessed as a standalone project in Appendix H

Project	Description	SEA Assessment
A10 Ely to Cambridge Capacity Improvements	Dualling of the A10 (either completely, or at particular sections), between the Milton interchange and the A14/A10 'BP' roundabout in Ely, improvements to the A14/A10 Milton interchange in Cambridge, and a parallel segregated walking and cycling route	Assessed as part of Policy Theme 20: Making Long Distance Journeys in Appendix G
Cambridge South Station	Delivery of a new station at Cambridge South, neighbouring the Cambridge Biomedical Campus, including four-tracking and associated junction improvements	Assessed as part of Policy Theme 17: Travelling by Train in Appendix G
Oxford to Cambridge Expressway and A428 Dualling	Delivering a grade-separated Expressway between Oxford, Milton Keynes and Cambridge, including a new highway corridor between the M1 and M40 ('missing strategic link').	Assessed as part of Policy Theme 3.3: Supporting Business Clusters and 20: Making Long Distance
	Includes dualling of the A428 between Caxton Gibbet and Black Cat and capacity improvements at the A428/A1198 Caxton Gibbet roundabout	Journeys in Appendix G
East West Rail (Central Section)	Delivering a new railway corridor between Bedford and Cambridge, which will enable direct rail services between Cambridge, Milton Keynes and Oxford	Assessed as part of Policy Theme 1.1: Enabling Development, 2.2: Expanding Labour Markets and 17: Travelling by Train in Appendix G
M11 'smart motorway'	Upgrade of the M11 to the west of Cambridge to three-lane 'smart motorway' standard	Assessed as a standalone project in Appendix H
Additional M11 Park and Ride capacity	Increasing capacity for Park & Ride to the West of Cambridge by either further expanding the existing site at Trumpington or providing a new site adjacent to Junction 11 of the M11. Improving public transport reliability into the city centre along Trumpington Road.	Assessed as part of the SEA undertaken for the previous LTPs
Chisholm Trail	New walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and Cambridge North Station. The 3.5km route includes the new Abbey-Chesterton bridge over the River Cam.	Assessed as part of the SEA undertaken for the previous LTPs
Greenways	A set of planned routes to facilitate walking, cycling and equestrian active travel between South Cambridgeshire villages and the city. Proposals have been developed following significant consultation and options to take forward will be considered in 2020.	Assessed as a standalone project in Appendix H
Wider Cambridgeshire Cycling Interventions	Local cycling improvements across Cambridgeshire (outside the Greenway network). Within Greater Cambridge, these include: A10 Cycleway between Cambridge Research Park and A1123 / Stretham, Melbourn to Royston Pedestrian and Cycle Way, including A505 bridge; Wider Waterbeach pedestrian/cycle network; Wider Cambourne pedestrian/cycle network; B1046 cycle schemes; A603 cycle schemes; Cycleway improvement between Trumpington and Great Shelford.	Assessed as part of the SEA undertaken for the previous LTPs
City Access and Choices for Better Journeys	The Greater Cambridge Partnership recently sought the public's views on a number of potential measures to improve journeys into and around Cambridge and tackle poor air quality, including: A future public transport network to make it much easier for more people to get into and around	Assessed as a standalone project in Appendix H
	Cambridge;	
	Options for managing demand for road space and funding public transport, including: restricting access for cars to specific roads or areas; charging motor vehicles to drive into and around Cambridge at peak times; introducing a pollution charge; introducing a workplace parking levy; making changes to parking controls, for example reducing parking availability or increasing charges	
Milton Road: Bus, Cycling and Walking Improvements	Project aiming to provide better bus, walking and cycling facilities for those travelling on Milton Road, a key arterial route into Cambridge.	Assessed as part of the SEA undertaken for the previous LTPs

Project	Description	SEA Assessment
Histon Road: Bus. Cycling and Walking Improvements	Project aiming to provide better bus, walking and cycling facilities for those travelling on Histon Road, a key arterial route into Cambridge. Including a range of measures e.g. a new bus lane, improve cycle lanes, changes to on-street parking and enhancements to landscape and environment.	Assessed as part of the SEA undertaken for the previous LTPs
Mill Road	Widen existing bridge or new cycle bridge.	Assessed as a standalone project in Appendix H
Jesus Green Lock	Upgrades to cycling routes and resolve crossing (new bridge) in the vicinity of Jesus Green Lock existing pedestrian bridge	Assessed as a standalone project in Appendix H
Coldham's Lane Improvements	Design phase of improvements to the junction of Coldham's Lane, Brooks Road and Barnwell Road, Cambridge. Aim to improve safety for cyclists.	Assessed as a standalone project in Appendix H
Longstanton Park and Ride Expansion	Expansion of Longstanton Park and Ride to 1,000 spaces .	Assessed as part of the SEA undertaken for the previous LTPs
Newmarket to Cambridge Track Doubling	Additional passing loops or double tracking to enable half-hourly services between Cambridge, Newmarket and Ipswich.	Assessed as a standalone project in Appendix H
Electrification of Rural Rail Routes	Electrification to allow electric freight trains to serve the Port of Felixstowe, and electric passenger services between Cambridge and Ipswich, Cambridge and Norwich, Peterborough and Ipswich and Stansted Airport and Birmingham New Street. Routes include:	Assessed as a standalone project in Appendix H
	<ul><li>Felixstowe to Nuneaton (Newmarket to Peterborough in strategy area).</li><li>Cambridge to Newmarket.</li><li>Ely to Norwich.</li></ul>	
Riverside Improvements Phase 2 between Priory Road and Stourbridge Common	Public realm improvements.	Assessed as a standalone project in Appendix H
Waterbeach Station Relocation	Relocation of Waterbeach station to better serve future development at Waterbeach New Town and provide capacity for longer 8 – 12 car trains.	Assessed as part of Policy Theme 17: Travelling by Train in Appendix G
Strategic Bus Review	Implementing recommendations from the Strategic Bus Review within Greater Cambridge, with the aim of ensuring a more reliable, better quality and more attractive bus network to passengers.	Assessed as part of Policy Theme 14: Rural Transport Services in Appendix G
Girton Interchange Improvements	Exploring the case for improvements to Girton Interchange to add additional links not served by the existing junction, subject to engineering feasibility and value-for-money.	Assessed as a standalone project in Appendix H
Cambridgeshire Rail Capacity Study	Strategic rail study identifying network constraints on the Cambridgeshire rail network, with the view to identifying potential improvements to facilitate additional services and/or routes.	Assessed as a standalone project in Appendix H
	Likely to overlap with other rail scheme e.g. Electrification of rural routes in Cambridgeshire and surrounding counties, Ely North Junction improvements, and Newmarket to Cambridge track doubling.	
Mitigation of Local Impacts of Waterbeach Development	Package of schemes to mitigate development impacts, including wider Waterbeach pedestrian / cycle network.	Assessed as a standalone project in Appendix H
Royston to Granta Park Strategic Growth and Transport Study	A strategic economic growth and transport study to include outline business case development for a scheme(s) in the area to facilitate growth at the internationally important biotech cluster to the south of Cambridge.	Assessed as a standalone project in Appendix H

Project	Description	SEA Assessment
A10 Foxton Travel Hub	Exploring the opportunity for Foxton railway station to act as a Travel Hub to enable onward rail trips into Cambridge and Cambridge North stations, and the future Cambridge South station.	Assessed as a standalone project in Appendix H

#### Table 4: Projects in Huntingdonshire

Project	Description	SEA Assessment
A1 Baldock – Brampton capacity improvements	Improvements to the A1 between Baldock (near Biggleswade) and Brampton (near Huntingdon), including a new upgraded alignment and/or junction improvements	Assessed as a standalone project in Appendix H
Oxford to Cambridge Expressway and A428 Dualling	Delivering a grade-separated Expressway between Oxford, Milton Keynes and Cambridge, including a new highway corridor between the M1 and M40 ('missing strategic link') Includes dualling of the A428 between Caxton Gibbet and Black Cat and capacity improvements at the A428/A1198 Caxton Gibbet roundabout.	Assessed as part of Policy Theme 3.3: Supporting Business Clusters and 20: Making Long Distance Journeys in Appendix G
East West Rail (Central Section)	Delivering a new railway corridor between Bedford and Cambridge, which will enable direct rail services between Cambridge, Milton Keynes and Oxford.	Assessed as part of Policy Theme 1.1: Enabling Development, 2.2: Expanding Labour Markets and 17: Travelling by Train in Appendix G
A1 Buckden roundabout capacity and safety improvements	Local capacity improvements to accommodate increased demand and improve road safety	Assessed as a standalone project in Appendix H
A141 / Alconbury Weald Enterprise Zone Southern Access	Highway schemes to mitigate development impact, which will also support high-quality bus provision from St Ives (Busway) to Huntingdon / Alconbury	Assessed as a standalone project in Appendix H
Capacity enhancements around Huntingdon	Study to determine capacity enhancements surrounding Huntingdon, which could include junction upgrades on the A141, re-outing of the A141 north of Huntingdon, and/or a new route between the A141 / A1123 and the A1307 (old A14).	Assessed as part of Policy Theme 20: Making Long Distance Journeys in Appendix G
High quality bus infrastructure linking Alconbury Weald to Huntingdon	A high-quality bus corridor providing quick and reliable journeys between the Enterprise Zone at Alconbury and Huntingdon town centre / station.	Assessed as part of the SEA undertaken for the previous LTPs
Safeguarding of a future A141 northern Huntingdon bypass alignment	Safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass.	Assessed as part of the SEA undertaken for the previous LTPs
St lves capacity enhancements	Junction capacity enhancements around St Ives.	Assessed as part of the SEA undertaken for the previous LTPs
Wider Huntingdon and St lves area pedestrian/cycle network	Improvements to the walking and cycling network within Huntingdonshire	Assessed as a standalone project in Appendix H
Hartford transport interchange	A transport interchange to intercept car trips and provide access to the St Ives to Wyton Airfield and Alconbury Weald, and St Ives to Huntingdon High Quality Bus Network routes.	Assessed as part of the SEA undertaken for the previous LTPs
High quality bus network infrastructure, St Ives (Busway) to Huntingdon	A high-quality bus corridor providing quick and reliable journeys between the end of the Busway at St Ives and Huntingdon town centre / station.	Assessed as part of the SEA undertaken for the previous LTPs
St Neots River Great Ouse cycle bridge	Delivery of a new foot and cycle bridge in St Neots, located to the north of the town, offering a safer, traffic-free crossing of the River Great Ouse.	Assessed as a standalone project in Appendix H
St Neots northern link to Little Paxton	New highway link to the north of St Neots	Assessed as a standalone project in Appendix H

#### Table 5: Projects in East Cambridgeshire

Project	Description	SEA Assessment
Ely Area Capacity Enhancements (EACE)	Junction upgrade at Ely North to enable additional freight and passenger trains, while retaining road access for Prickwillow, Queen Adelaide and North Ely residents. Markets and 17: Travelling by Appendix G	
A142 capacity and safety improvements	Local capacity and safety improvements on the A142 between Ely and Chatteris	Assessed as a standalone project in Appendix H
Bus access to North Ely development	Measures to provide reliable and timely bus links to the new North Ely development	Assessed as part of the SEA undertaken for the previous LTPs
East Cambridgeshire Walking and Cycling Improvements	Improvements to the walking and cycling network within East Cambridgeshire, including: <ul> <li>Local cycle improvements within Ely</li> <li>Soham to Ely cycle route (via Stuntney)</li> <li>Soham to Wicken Fen cycle route</li> <li>Foot/cycle path extensions in Little Thetford</li> <li>Quy to Lode cycle improvements</li> <li>Sutton to Mepal cycle improvements</li> <li>Lode/Swaffham Bulbeck to Swaffham Prior cycle improvement</li> <li>Wicken to Waterbeach cycle improvement</li> <li>Wicken to Soham cycle improvement</li> <li>Wicken to Soham cycle improvement</li> <li>Wicken to Soham cycle improvement</li> <li>Improved cycle and pedestrian and cycle improvement</li> </ul>	Assessed as part of the SEA undertaken for the previous LTPs
Soham station	Construction of a new railway station at Soham, served by Ipswich to Peterborough rail services	Assessed as part of Policy Theme 3.2: Supporting the Local Visitor Economy and 17:Travelling by Train in Appendix G
Ely to Soham track doubling	Doubling the track between Ely and Soham, facilitating additional passenger and freight services	Assessed as a standalone project in Appendix H
Newmarket West Chord	New chord to enable direct services between Soham, Newmarket and Cambridge	Assessed as a standalone project in Appendix H
Queen Adelaide Road study	Scheme to mitigate the journey time and safety impacts of increased periods of level crossing closures	Assessed as a standalone project in Appendix H
Improved parking and interchange facilities at Ely station	Improved parking and interchange facilities at Ely station	Assessed as part of the SEA undertaken for the previous LTPs
A14 junction 37 and 38 improvements	Joint study with Suffolk County Council and West Suffolk District Council to assess demand and options for junctions upgrades, including an all-movements junctions to increase capacity at J38.	Assessed as part of Policy Theme 20: Making Long Distance Journeys by Car in Appendix G

#### Table 6: Projects in Fenland

Project	Description SEA Assessment	
Wisbech Rail	Reopening of the railway line between March and Wisbech, with direct services from Wisbech to Ely and Cambridge Assessed as part of Policy Theme 1 by Train in Appendix G	
A605 King's Dyke level crossing replacement	Highway improvement and level crossing replacement       Assessed as part of the SEA undertiprevious LTPs	
Central March cycle bridge	New cycle bridge in the centre of March	Assessed as a standalone project in Appendix H
March Access Package	Package of measures to increase capacity and improve accessibility to March including the March Northern Link Road and junction improvements.	Assessed as part of the SEA undertaken for the previous LTPs
Regeneration of Fenland railway stations – March, Manea and Whittlesea	A package of improvements, including platform lengthening, with the aim of encouraging rail travel and allowing longer trains with greater capacity to call at these stations.	Assessed as part of Policy Theme 3.2: Supporting the Local Visitor Economy and 17: Travelling by Train in Appendix G
Wisbech Access study package	<ul> <li>Study investigating the feasibility of Package of individual transport schemes that aim to improve the transport network in Wisbech. Includes the following schemes:</li> <li>New Bridge Lane/Cromwell Road Signals</li> <li>A47/Cromwell Road roundabout upgrade</li> <li>A47/Elm High Road roundabout improvements</li> <li>Relocated A47/Elm High Road roundabout</li> <li>Weasenham Lane junction improvement</li> <li>Weasenham Lane/Elm High Road roundabout</li> <li>Freedom Bridge Roundabout Improvements</li> <li>Wisbech Bus Station including new access</li> <li>Link road between the B198 South Brink / Cromwell Road and the B1169 Dowgate Road / A1101 Leverington Road, including a new bridge crossing the River Nene</li> <li>Western link Road – Northern section</li> <li>Southern Access Road</li> <li>A47/Broad End Road Roundabout</li> </ul>	Assessed as part of the SEA undertaken for the previous LTPs
Wisbech Garden Town feasibility studies	Under plans set out in the Wisbech 2020 initiative, Fenland District Council and Cambridgeshire County Council are developing the Garden Town to reduce population pressure on Cambridge. In June 2017, the Cambridgeshire and Peterborough Combined Authority provided funding for feasibility studies: Connectivity Study, Flood Modelling, and Rail Study.	Assessed as a standalone project in Appendix H



# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

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

December 2019

Cambridgeshire and Peterborough Combined Local Authority

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Cambridgeshire and Peterborough Combined Local Authority

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Revision	Date	Originator	Checker	Approver	Description
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В	16.05.19	S Robinson	N Levy	J Hitchcock	Second Issue for Comment
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### Contents

B. Policies, Plans and Programmes Review

1

# **B.** Policies, Plans and Programmes Review

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

Document name	Key objectives, requirements and guidance
International and European	
EU 7 <sup>th</sup> Environmental Action Programme (EAP)*	<ul> <li>The 7<sup>th</sup> EAP will guide EU environmental policy until 2020 but also goes beyond this by setting out where it wants the Union to be by 2050. There are three key objectives identified:</li> <li>Protect, conserve and enhance the Union's natural capital</li> <li>Turn the Union into a resource-efficient, green, and competitive low-carbon economy</li> <li>Safeguard the Union's citizens from environment-related pressures and risks to health and wellbeing</li> <li>There are also four "enablers" identified which will help Europe deliver on these goals:</li> <li>Better implementation of legislation</li> <li>Better information by improving the knowledge base</li> <li>More and wiser investment for environment and climate policy</li> <li>Eval integration of any improvement and climate policy</li> </ul>
EU Sustainable Development Strategy (2006)	<ul> <li>Full integration of environmental requirements and considerations into other policies</li> <li>The Renewed EU Sustainable Development Strategy (2006) deals in an integrated way with economic, environmental and social issues and lists the following seven key challenges:</li> <li>Climate change and clean energy</li> <li>Sustainable transport</li> <li>Sustainable consumption and production</li> <li>Conservation and management of natural resources</li> <li>Public health</li> <li>Social inclusion, demography, and migration</li> <li>Global poverty</li> </ul>
EU Rural Development Policy 2014-2020*	This aims to help rural areas of the EU meet the wide range of economic, environmental and social challenges of the 21 <sup>st</sup> century. During the period 2014-2020 there are 118 different Member States, with 20 single national programmes and eight Member States opting to have two of more (regional programmes). The RDPs are based upon the individual needs of the least four of the six common EU priorities.
EU Liability Directive (2004/35/EC)	This Directive is to establish a framework of environmental liability based on the 'polluter pays' principle to prevent and remedy environmental damage. It aims to ensure financial liabili environment by the operator who caused the harm. It covers three categories of environmental damage: damage to protected species and habitats; water damage; and land damage.
EU Thematic Strategy on Air Quality (2005)	The Strategy sets out interim objectives for air pollution in the EU and proposes measures for achieving them. It aims to reduce the number of premature deaths in 2020 by 140,000 co
National Emissions Ceilings Directive (2016/2284/EU)*	The Directive sets out 2020 and 2030 national emission reduction commitments for Member States for the following five air pollutants: nitrogen oxide (NO <sub>x</sub> , non-methane volatile organ (SO <sub>2</sub> ), ammonia (NH <sub>3</sub> ) and fine particulate matter (PM <sub>2.5</sub> ). It also introduces reporting requirements for Member States which includes annual information on emissions of pollutants.
EU Biodiversity Strategy to 2020: Our life insurance, our natural capital (2011)	<ul> <li>Strategy to halt the loss of biodiversity and ecosystem services in the EU by 2020. There are six main targets and 20 actions to help Europe reach its goal.</li> <li>The six targets cover:</li> <li>Full implementation of EU nature legislation to protect biodiversity</li> <li>Better protection for ecosystems, and more use of green infrastructure</li> <li>More sustainable agriculture and forestry</li> <li>Better management of fish stocks</li> <li>Tighter controls on invasive alien species</li> <li>A bigger EU contribution to averting global biodiversity loss</li> <li>The strategy is in line with two commitments made by EU leaders in March 2010. The first is the 2020 headline target:</li> <li>'Halting the loss of biodiversity and the degradation of ecosystem services in the EU by 2020, and restoring them in so far as feasible, while stepping up the EU contribution to averting vision: 'By 2050, European Union biodiversity and the ecosystem services it provides – its natural capital – are protected, valued and appropriately restored for biodiversity's intrinsic var wellbeing and economic prosperity, and so that catastrophic changes caused by the loss of biodiversity are avoided.'</li> </ul>
Berne Convention on the Conservation of European Wildlife and Natural Habitats (1979)	The aims are to conserve wild flora and fauna and their natural habitats and to promote European cooperation. Particular importance is placed on the need to protect endangered natu including migratory species
Bonn Convention on the Conservation of Migratory Species of Wild Animals (1979)	The Convention aims to conserve terrestrial, aquatic, and avian migratory species throughout their range.
UK Post-2010 Biodiversity Framework (2012)	<ul> <li>The purpose of the Framework is to set a broad enabling structure for action across the UK between now and 2020:</li> <li>To set out a shared vision and priorities for UK-scale activities, in a framework jointly owned by the four countries, and to which their own strategies will contribute</li> <li>To identify priority work at a UK level which will be needed to help deliver the Aichi targets and the EU Biodiversity Strategy</li> <li>To facilitate the aggregation and collation of information on activity and outcomes across all countries of the UK, where the four countries agree this will bring benefits compared to in</li> <li>To streamline governance arrangements for UK-scale activity</li> </ul>
EU Directive for the Promotion of Bio-fuels for Transport (2003/30/EC)	This aims to promote the use of biofuels and other renewable fuels to replace diesel or petrol for transport purposes in each Member State in order to contribute to climate change com supply and promoting renewable sources.
Johannesburg Declaration on Sustainable Development (2002)	Adopted at the World Summit on Sustainable Development in 2002 and built upon earlier declarations made at previous conferences and summits. It commits nations to take a collecti caring global society cognisant of the need for human dignity for all. The Declaration also reinforces the three pillars of sustainable development: environmental, economic and social d global level.
EC Strategy on Climate Change: Control Measures Through Until 2020 and Beyond (2007)	<ul> <li>This a set of binding legislation to ensure the EU meets its climate and energy targets for the year 2020. The targets are:</li> <li>20% reduction in greenhouse gases (GHGs)</li> <li>20% of EU energy from renewables</li> </ul>

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nmitments, environmentally friendly security of

ive responsibility to build a human, equitable and development at the local, national, regional and

Document name	Key objectives, requirements and guidance
	20% improvement in energy efficiency
EC Green Paper on Adaptation to Climate Change in Europe (2007)	The Green Paper on Adaptation to Climate Change looks at the climate change impacts facing Europe and the need for climate action and policy responses across the Member States <ul> <li>Early action in the EU</li> </ul>
	<ul> <li>Integrating adaptation into EU external actions</li> </ul>
	<ul> <li>Reducing uncertainty by expanding the knowledge base through integrated climate research</li> </ul>
	<ul> <li>Involving European society, business and public sector in the preparation of coordinated and comprehensive adaptation strategies</li> </ul>
EU Climate Adaptation Strategy (2012)*	The Strategy aims to make Europe more resilient to the effects of climate change by taking a coordinated approach and improving coordination between Member States. The focus co
	Promoting action by Member States
	Better informed decision-making
UN Framework Convention on Climate Change (2008)	The stated objective is to achieve stabilisation of GHG concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. T the benefit of present and future generations of humankind, on the basis of equity and in accordance with their common but differentiated responsibilities and respective capabilities.
EC European Landscape Convention (2000)	The European Landscape Convention was the first international instrument which was devoted to landscape. It aims to encourage the protection, management and planning of all land and inland, protected or degraded. The Convention defines landscape as 'an area, as perceived by people, who character is the result of action and interaction of natural and/or human
EC Groundwater Directive (2006/118/EC)	This Directive establishes a regime which sets underground water quality standards and introduces measures to prevent or limit inputs of pollutants into groundwater. The directive est characteristics and allows for further improvements to be made based on monitoring data and new scientific knowledge.
Waste Framework Directive (2008/98/EC)*	The Waste Directive sets out the basic concepts and definitions related to waste management such as waste, recycling and recovery. It sets out some basic waste management princi way where it does not any human health or environmental harm. It requires policy and legislation to follow the waste management hierarchy and introduces the 'polluter pays principle'
The European Convention on the Protection of Archaeological Heritage	The Convention sets guidelines for the funding of excavation and research work and publication of research findings. It also deals with public access, in particular to archaeological site develop public awareness of the value of the archaeological heritage. Finally, the Convention constitutes an institutional framework for pan-European co-operation on the archaeological experience and experts among the various States. The Committee responsible for monitoring the application of the Convention assumes the role of strengthening and co-ordinating and
UNESCO Convention Concerning the Protection of the World Cultural and Natural Heritage (1972)	The Convention recognises the way which people interact with nature, and the fundamental need to preserve the balance between the two. It defines the kind of natural and cultural sit status. By signing up to the Convention, parties are pledging to conserve the World Heritage sites situated within its territory whilst also protecting national heritage. It is encouraged the and natural heritage into regional planning programmes, set up staff and services at their sites, undertake scientific and technical conservation research and adopt measures to make t community.
Health Effects of Transport-Related Air Pollution (WHO, 2005)	This provides a systematic review of the literature and evaluates the health hazards associated with air pollution from transport. There is a focus on the health risks from road transport passenger and freight transport. There are five key areas covered:
	<ul> <li>Factors determining emissions in the WHO European Region</li> </ul>
	<ul> <li>Contribution of traffic to levels of ambient air pollution in Europe</li> </ul>
	Human exposure to transport related air pollution
	Studies on health effects of transport related air pollution
	Health risk assessment of transport related air pollution
Transport, Environment and Health (WHO, 2000)	<ul> <li>Health risk assessment of transport related air pollution</li> <li>A summary of the key facts on which countries should act is provided alongside a summary of the latest scientific evidence on the impact of transport-generated air pollution, noise and mental health. The book also highlights the considerable potential health benefits from active and sustainable forms of transport, such as cycling and walking.</li> </ul>
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Transport, Environment and Health (WHO, 2000)         Collaboration Between the Health and Transport Sectors in Promoting Physical Activity (WHO, 2006)         EC Directive on Conservation of Natural Habitats and of Wild Flora and Fauna (92/43/EEC)         EC Noise Directive (2002/49/EC)         EC Conservation of Wild Birds Directive (2009/147/EC)         EC Ambient Air Quality Directive (2008/50/EC)*	<ul> <li>Bealth risk assessment of transport related air pollution</li> <li>A summary of the key facts on which countries should act is provided alongside a summary of the latest scientific evidence on the impact of transport-generated air pollution, noise and mental health. The book also highlights the considerable potential health benefits from active and sustainable forms of transport, such as cycling and walking.</li> <li>The aim of the publication is to encourage and inspire policy makers and practitioners to collaborate in order to achieve the uptake of healthier and more sustainable forms of transport achieve positive changes to transport norms and patterns. It presents a series of case studies to show where collaboration between transport and health has promoted physical activity in the context of daily life.</li> <li>The main of this Directive, known as the Habitats Directive as to promote the maintenance of biodiversity, taking account of economic, social, cultural, and regional requirements. V objective of sustainable development; it ensures the conservation of a wide range of rare, threatened or endemic species, including around 450 animals and 500 plants. Some 200 rare targeted for conservation in their own right. The Directive also establishes the EU wide Natura 2000 ecological network of protected areas. For these areas it provides a high level of safeg developments. Together with the Birds Directive, ensuring that information on environmental noise and its effects is made available to the public; and preventing and reducing enviror environmental noise inside mane of transport or due to military activities in military activities. Invides and noise management action plans are required to be public; and preventing and reducing enviror environmental noise us</li></ul>

s. It centres around four pillars:

overs three key objectives:

he parties should protect the climate system for

dscapes, rural and urban, large and small, coastal an factors'.

tablishes quality criteria that takes account local

iples and requires waste to be managed in a ' and the 'extended producer responsibility'.

tes, and educational actions to be undertaken to cal heritage, entailing a systematic exchange of rchaeological heritage policies in Europe.

ites which can be considered for World Heritage hat parties integrate the protection of the cultural the heritage a function in day to day life in the

t, predominately in urban and suburban, and

l accidents on behaviour and physical and

. It recognises that collaboration is essential to as well as to facilitate the sharing of

While the Directive contributes to the general re and characteristic habitat types are also s to the strict protection rules can be granted guards against potentially damaging

action areas to pursue its stated aims: the onmental noise where necessary and preserving mestic activities, noise created by neighbours, ry five years by Member States for: han 50,000 movements per year).

amended). This Directive ensures far-reaching mber of components to this scheme: reas critical for the survival of the targeted

ed activities such as trading in live or dead birds

efines hunting methods which are permitted

es. It sets legally binding limits for concentrations here target or limit values are exceeded and

Document name	Key objectives, requirements and guidance
EC Directive on the Assessment of the Effects of Certain Public and Private Projects on the Environment (2014/52/EU)*	This sets out the requirements of an environmental impact assessment (EIA) for public and private projects. This Directive is an amendment to Directive 2011/92/EU and aims to streng includes mention of climate change in relation to the impacts of the project on climate change and the vulnerability of the project to climate change as aspects to explicitly consider as p
Convention on Biological Diversity, Rio de Janeiro (1992)	The Convention on Biological Diversity was signed by 150 government leaders at the 1991 Rio Earth Summit and is dedicated to promoting sustainable development. It considers biodi organisms but is about people and our need for services such as food security, medicines, fresh air and water. The Convention has three main objectives: biodiversity conservation; the biological diversity; and the fair and equitable sharing of the benefits arising from the utilisation of genetic resources.
EC Water Framework Directive (2000/60/EC)	The WFD has the following key aims:
	<ul> <li>Expanding the scope of water protection to all waters, surface waters and groundwater</li> </ul>
	<ul> <li>Achieving 'good status' for all waters by a set deadline</li> </ul>
	Water management based on river basins
	'Combined approach' of emission limit values and quality standards
	Getting the prices right
	Getting the citizen involved more closely
	• Streamlining legislation
	drinking water resources, and protection of bathing water. Member States must aim to reach good chemical and ecological status in inland and coastal waters by 2015.
Kyoto Protocol to the UN Framework Convention on Climate Change	The Kyoto Protocol was adopted in 1997 and ratified in 2005. It commits its parties to limit climate change by setting internationally binding targets for emission reductions. Covering the emissions by 12.5% in the first commitment period (2008-2012). This was successfully achieved, and a second commitment period has been agreed whereby EU countries will aim to a 1990 levels.
European Transport Policy for 2010: A Time to Decide (EC, 2001)	The aim of this Policy was to break the link between economic and traffic growth whilst combatting the unequal growth of different transport modes by putting forward a package of 60 n traffic accounted for by rail, inland navigation and short sea shipping at 1998 levels. This goal would be achieved by means of measures to revive rail transport, to promote sea and inla interlinking of all modes of transport.
Keep Europe moving – Sustainable mobility for	This was a mid-term appraisal to the European Transport Policy for 2010 and identified that the proposals set out were not comprehensive enough to achieve the set objectives. The fo
our continent (EC, 2008)	<ul> <li>Action plans for goods transport logistics, for the deployment of intelligent transport systems in Europe and for urban mobility;</li> </ul>
	<ul> <li>Naiades and Naiades II, an integrated European action programme for inland waterway transport; and</li> <li>Strategic goals and recommendations for the EU's maritime transport policy up to 2018</li> </ul>
Towards a competitive and resource efficient	reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050. The key goals for 2050 include:
transport system (EC, 2011)*	<ul> <li>No more conventionally-fuelled cars in cities.</li> </ul>
	<ul> <li>40% use of sustainable low carbon fuels in aviation; at least 40% cut in shipping emissions.</li> </ul>
	<ul> <li>50% shift of medium distance intercity passenger and freight journeys from road to rail and waterborne transport.</li> <li>All of which will contribute to a 60% cut in transport emissions by the middle of the century</li> </ul>
A European Strategy for Low-Emission Mobility (EC, 2016)*	The Strategy proposes measures to increase the decarbonisation of European transport. It aims at achieving the zero-emission target, as set out in the 2011 Roadmap to a Single European transport. It aims at achieving the COP 21 Paris Agreement goals.
Freight Logistics - The Key to Sustainable Mobility (EU, 2006)	The 2001 Transport Policy for 2010 recognises the role that logistics play a key role in ensuring sustainable mobility and contributing to objectives such as a cleaner environment and s
The Urban Waste Water Directive (91/271/EC)	The Directive aims to protect the environment from adverse effects which could occur from waste water discharges. It puts in place a requirement for the collection, treatment and disch water and waste water from certain industrial sectors. This includes the collection and treatment of waste water in all agglomerations of >2000 population equivalents (p.e.); Secondary of > 2000 p.e., and more advanced treatment for agglomerations >10 000 population equivalents in designated sensitive areas and their catchments; A requirement for pre-authorisatio discharges from the food-processing industry and of industrial discharges into urban wastewater collection systems; Monitoring of the performance of treatment plants and receiving wa and re-use, and treated waste water reuse whenever it is appropriate.
Directives in relation to Road Vehicles (98/70/EC and 2005/55/EC)	Enforces European standards on emissions levels for particulates and Nitrous oxides from light and heavy-duty road vehicles.
Ramsar Convention (1971)	Provides a framework for the conservation and wide use of all wetlands and their resources. The three pillars to the Convention are as follows:
	<ul> <li>Wise use of all wetlands through national plans, policies and legislation, management actions and public education</li> </ul>
	<ul> <li>Designation of suitable wetlands for the Wetland of International Importance (the 'Ramsar list') and ensure their effective management</li> </ul>
	<ul> <li>Cooperate internationally on transboundary wetlands, shared wetland systems, shared species, and development projects that may affect wetlands</li> </ul>
Environmental Noise Guidelines for the European Region (WHO, 2018)*	These guidelines have been based on a growing understanding of the impacts of environmental noise on human health. It provides recommendations for reducing human exposure to of sources including road, rail and air traffic. They provide robust public health advice underpinned by evidence, which is essential to drive policy action that will protect communities fro
Floods Directive (2007/60/EC)*	The Floods Directive requires Member States to assess if all water courses and coast lines are at risk from flooding, to map the flood extent and assets and humans at risk in these are measures to reduce this flood risk.
Urban Green Spaces and Health, WHO (2016)*	The report presents evidence in relation to the benefits of urban green spaces which includes improved mental health, reduced cardiovascular morbidity and mortality, obesity and risk pregnancy outcomes. It highlights that through psychological relaxation and stress alleviation, increase physical activity, reduced exposure to air and noise pollution and excess heat ar benefits as a result of urban greenspaces.
Health co-benefits of climate change mitigation – transport sector, WHO (2011)*	The document highlights the co-benefits for health and transport related mitigation. It recognises the powerful impact transport has on health and that well designed transport policies are reaching reducing in traffic related health risks from air and noise pollution as well as injury. It also recognises the benefits of active travel for physical and mental health and wellbeing.

gthen the quality of the EIA process. It also part of the EIA.

liversity as more than plants, animals and microe sustainable use of the components of

of unique and valuable habitats, protection of

e six main GHGs, it required the UK to reduce achieve a joint 20% reduction compared to

measures. It also aimed to stabilise the shares of and waterway transport, and to foster the

ollowing new instruments were introduced:

oyment. It also has proposals which aim to

opean Transport Area, with a view to contributing

security of supply amongst others.

harge of domestic waste water, mixture of waste y treatment of all discharges from agglomerations on of all discharges of urban wastewater, of aters; and Controls of sewage sludge disposal

environmental noise which arise from a variety om the adverse effects of noise.

eas and to take adequate and coordinated

of type 2 diabetes a well as improved re contributing factors to the identified health

and infrastructure investments can lead to far

Document name	Key objectives, requirements and guidance
National	
Climate Change Act 2008	The Act sets out a legal framework to commit the Government to tackling climate change. It requires that GHG emissions are reduced by 80% by 2050 on a 1990 baseline and also set adaptation is also covered in the Act as it provides a legal framework for adaptation policy.
Traffic Management Act 2004	This makes provisions for and in connection with the designation of traffic officers and their duties to allow for the management and regulation of road networks. It gives powers to redu Act is split into seven sections which covers: traffic officers; network management by local traffic authorities; permit schemes; street works; highways and roads; civil enforcement of tra general.
Local Transport Act 2008	The Local Transport Act aims to reduce road congestion and improve the quality of local bus services. It includes provisions for effective collaboration between local transport authorities the accessibility and quality of bus services in order to meet the needs of local people. Key areas include: • Enabling local authorities to build on measures set out in the Department for Transport's 'Putting Passengers First' (2006) to improve the quality of bus services • Reforming arrangement for local transport governance in the major conurbations • Reform existing legislation in relation to road pricing schemes
Road Safety Act 2006	The provisions contained within the Act are to improve road safety and help to achieve a reduction in casualties from road traffic accidents. It creates an office of causing death by care
The Environmental Noise (England) (as amended) Regulations 2006	Transposes the EC Noise Directive (2002/49/EC) into UK law and requires the Secretary of State to identify and publish details of noise sources. The competent authority must then pr to deal with these noise problems.
Air Quality (England) Regulations 2000 (as amended) and Air Quality (Standards) Regulations 2010	Transposes Directive 2008/50EC into UK law and set national air quality objectives for local authorities in England.
The Conservation of Habitats and Species Regulations 2017	The Conservation of Habitats and Species Regulations 2017 consolidates the 2010 Regulations with subsequent amendments and transposes The Habitats Directive (92/43/EEC) into of the Conservation of Wild Birds Directive in England and Wales. They provide for the designation and protection of 'European sites', the protection of 'European protected species', ar controls for the protection of European Sites.
Natural Environment and Rural Communities Act 2006	The Act requires local authorities to conserve biodiversity and places a responsibility on them to produce biodiversity lists of important species and habitats for the purpose of conservir
The Countryside and Rights of Way (CROW) Act 2000	The Act was introduced in 2000 with the intention to give greater freedom for people to explore open countryside and contains provisions to introduce a new statutory right of access fo down and registered common land. It also includes a power to extend the right to coastal land by order and enables landowners voluntarily to dedicate irrevocably any land to public ac
The Wildlife and Countryside Act 1981 (as amended)	The Wildlife and Countryside Act is the main Act which protects animals, plans and habitats in the UK. It implements the Bern Convention and the Birds Directive and contains details or protection for designated species.
Planning (Listed Buildings and Conservation Areas) Act 1990	An Act of Parliament that altered the laws on granting of planning permission for building works, notably including those of the listed building system in England and Wales
The Ancient Monuments and Archaeological Areas Act 1979	This Act is concerned with the provisioning, investigation, recording and the preservation and protection of archaeological sites and ancient monuments.
National Heritage Act 1980 (as amended)	This Act aims to protect and manage UK's natural heritage assets. It has been amended four time from 1980 to 2002.
Flood Risk Regulations 2009	Transposes the Floods Directive (2007/60/EC) into UK law and outlines the requirements for producing flood risk assessment, flood hazards maps and flood risk maps and manageme duty of cooperation between the Environment Agency and Lead Local Flood Authority.
National Planning Policy Framework (NPPF) (Ministry of Housing, Communities and Local Government, 2018)*	The NPPF which revised for the first time since 2012 and a new version published in 2018. It sets out a framework within which locally prepared plans for developments can be produce key part of the NPPF which means that the planning system has economic, social and environmental objectives. At the heart of the framework is a presumption in favour of sustainable should apply. It is made up of 12 principles, all with the aim of achieving sustainable development: Delivering a sufficient supply of homes; Building a strong, competitive economy; Ens healthy and safe communities; Promoting sustainable transport; Supporting high quality communications; Making effective use of land; Achieving well-designed places; Protecting Gree change, flooding and coastal change; Conserving and enhancing the natural environment; Conserving and enhancing the historic environment; and Facilitating the sustainable use of not support.
National Planning Practice Guidance (2018)*	This brings together planning guidance on the various topics of the NPPF. It is currently being updated to reflect the changes of the NPPF which was published in July 2018.
The Strategic Road Network and the Delivery of Sustainable Development (Circular 02/2013)	This explains how the Highways Agency (Highways England) will engage with the planning system. It also gives details on how Highways Agency will fulfill its remit to be a delivery par maintaining, managing and operating a safe and efficient strategic road network.
National Air Quality Strategy (2007)	The Air Quality Strategy for England, Wales, Northern Ireland and Scotland sets out air quality objectives and policy options to further improve air quality in the UK from today into the le health, these options are intended to provide important benefits to quality of life and help to protect our environment.
Draft Clear Air Strategy (DEFRA, 2018)*	The Strategy outlines the Government's commitment to reduce air pollution, making the air healthier for humans, protecting nature and boosting the economy. It sets out a range of acting highlights the importance of cooperation between the devolved powers in the UK as air pollution does not respect national boundaries. The Strategy sits alongside the Industrial Strategy Environment Plan.
A Green Future: Our 25 Year Plan to Improve the Environment (2018)*	<ul> <li>The 25 Year Plan sets out the Governments actions for improving the health of the natural environment. It includes six actions in order achieve clean air, plentiful and clean water, thriv environmental hazards, sustainable resource use and enhanced beauty, heritage and engagement with the natural environment:</li> <li>Using and managing land sustainably</li> <li>Recovering nature and enhancing the beauty of landscapes</li> <li>Connecting people with the environment to improve health and wellbeing</li> <li>Increasing resource efficiency, reducing pollution and waste</li> <li>Securing clean, productive and biologically diverse seas and oceans</li> <li>Protecting and improving the global environment</li> </ul>
The Clean Growth Strategy (2017)*	The Strategy aims to increase economic growth in the UK whilst cutting carbon emissions and will ensure the UK is positioned to seize the opportunity of clean industrial growth. The S accelerating the shift to low carbon transport which includes an ambition to have a modern, clean and affordable transport system.

ts out binding carbon budgets. Climate change

ace traffic congestion in towns and cities. The affic contraventions; and miscellaneous and

es and bus operators with the aim to improve

eless or inconsiderate driving.

roduce strategic noise maps and action plans

DUK law. The Regulations also transpose parts nd the adaptation of planning and other

ng biodiversity.

or open-air recreation to mountain, moor, heath, ccess.

of European and national designated sites,

ent places. The Regulations also sets out the

ed. Achieving sustainable development is a e development which plans and decisions suring the vitality of town centres; Promoting en Belt land; Meeting the challenges of climate minerals

rtner for sustainable economic growth whilst

ong term. As well as direct benefits to public

tions for achieving these objectives and gy, the Clean Growth Strategy and the 25 Year

ving plants and wildlife, reduced harm from

Strategy covers five sectors which includes

Document name	Key objectives, requirements and guidance
Industrial Strategy (2017)*	The Industrial Strategy sets out a long-term framework in which major private and public framework investment decisions can be made. It aims to strengthen the five foundations of pro infrastructure, business environment and places. Key transport related policies outlined in the strategy include:
	<ul> <li>Increase the National Productivity Investment Fund to £31bn, supporting investments in transport, housing and digital infrastructure.</li> </ul>
	• Create a new Transforming Cities fund that will provide £1.7bn for intra-city transport. This will fund projects that drive productivity by improving connections within city regions.
	The Strategy identifies future mobility as a key challenge and outlines four early priorities:
	<ul> <li>Establish a flexible regulatory framework to encourage new modes of transport and new business models</li> </ul>
	<ul> <li>Seize the opportunities and address the challenges of moving from hydrocarbon to zero emission vehicles</li> </ul>
	<ul> <li>Prepare for a future of new mobility services, increased autonomy, journey sharing and a blurring of the distinctions between private and public transport</li> </ul>
	<ul> <li>Explore ways to use data to accelerate development of new mobility services and enable the more effective operation of our transport system</li> </ul>
The UK Post-2010 Biodiversity Framework (2012)*	The UK Post-2010 Biodiversity Framework succeeds the UK BAP, covering the period 2011 to 2020. It aims to identify the activities needed to galvanise and complement country strate a 2050 vision where biodiversity is valued, conserved, restored and wisely used, maintaining ecosystem services, sustaining a healthy planet and delivering benefits essential for all pe
Securing the Future – Delivering the UK Sustainable Development Strategy (2005)	The Strategy for sustainable development aims to 'enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the qualit Guiding principles:
	Living within environmental limits
	<ul> <li>Ensuring a strong, healthy, and just society</li> </ul>
	Achieving a sustainable economy
	Promoting good governance
	Using sound science responsibly
	UK priorities for immediate action:
	Sustainable consumption and production
	Climate change and energy
	Natural resource protection and environmental enhancement
	Sustainable communities
Guidance on Local Transport Plans, DfT (2009)	Statutory Guidance to support local transport authorities in producing Local Transport Plans.
Water for Life, DEFRA (2008)	This White Paper outlines DEFRA's vision for future water management where the water sector is resilient, water companies are efficient, and customer focussed, and where water is c It recognises that everyone has a part to play and a collaborative effort is required to achieve their vision.
Biodiversity 2020: A strategy for England's wildlife and ecosystem services, DEFRA (2011)	Sets out how international and EU biodiversity commitments are being implemented and sets the strategic direction for biodiversity policy in England and Wales to 2020.
The Natural Choice: Securing the Value of Nature, DEFRA (2011)	DEFRA's White Paper outlines the Government's vision for the natural environment for the next 50 years.
The Invasive Non-native Species Framework Strategy, DEFRA (2008)	The Strategy sets out a high-level framework and details the actions required to address the problems associated with invasive non-native species. A broad and strong partnership app forward.
Towards a Sustainable Transport System	This document has three aims:
Supporting Economic Growth in a Low Carbon World (2007)	• Describe how the Government is responding to the recommendations made in the Eddington study to improve transport's contribution to economic growth and productivity, and how delivering the overall level of reductions in carbon emissions recommended by the Stern Review of the Economics of Climate Change
	<ul> <li>Set out the DfT's ambitious policy and investment plans for the period to 2013-14</li> </ul>
	<ul> <li>Proposes a new approach to longer term transport strategy, building on the model recommended by Sir Rod Eddington, and explains how we will engage with passengers, users, the we develop and implement that process</li> </ul>
UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations, DfT (2017)*	This recognises tackling nitrogen dioxide (NO <sub>2</sub> ) concentrations around roads as the most immediate air quality challenge. It sets out the plan for bringing NO <sub>2</sub> air pollution within statutor
Department for Transport (DfT) Single Departmental Plan (2018)*	It sets out the DfT's strategic objectives to 2020 and outlines how they plan on achieving them. The overall aim is to create a safe, secure, efficient and reliable transport system that we supporting a strong, productive economy and the jobs and homes people need. They include objectives to ensure that sustainability underpins future transport investment, including ne increase the number of walking and cycling journeys.
The Road to Zero, DfT (2018)*	The Road to Zero Strategy sets out plans for an expansion of green infrastructure across the UK, reduce emissions of vehicles already on the road and drive the uptake of new zero en for at least 50%, and as many as 70%, of new car sales to be ultra-low emission by 2030 alongside 40% of new vans.
Connecting people: a strategic vision for rail, DfT (2017)*	The Strategy sets out the vision for the UK rail sector to 2030 and beyond. It aims to create a more reliable railway, expand the network, provide a better deal for passengers and be a poutlines the expectation that rail will be innovating to improve emissions performance whilst reducing exposure of passengers and workers to emissions.
National Adaptation Programme (NAP) 2018 to 2020 (2018)*	This is the second NAP in response to the second Climate Change Risk Assessment (CCRA) and outlines the actions the government will take to address the risk associated with climate same goal as the NAP published in 2013: "A society which makes timely, far-sighted and well-informed decisions to address the risks and opportunities posed by a changing climate". I required actions across the following key sectors:
	Natural environment
	Infrastructure
	People and the built environment
	Business and industry

oductivity which are identified as ideas, people,

tegies, in pursuit of the Aichi targets. It sets out eople. ity of life of future generations.'

considered and valued as a precious resource.

broach is envisioned to take the Strategy

it is ensuring that transport will play its part in

e transport industry and other stakeholders as

ry limited within the shortest possible time.

orks for the people who depend on it; we technologies to reduce emissions, and to

missions cars and vans. It includes an ambition

productive and innovative sector. The Strategy

nate change. The updated NAP includes the It sets out the climate change risks and

Document name	Key objectives, requirements and guidance
Waste Management Plan for England, DEFRA (2013)*	Provides an outline of the situation on waste generation in England and how those materials are management. The aim of the document is to bring waste policies under one national p
Protection of Badgers Act 1992	Sets out the provisions for the protection of badgers and their setts under UK law.
Climate Change Impacts and Adaptation, Environment Agency (2018)*	Evidence-based report which summarises the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned, to prepare for the impacts of climate change in England and the actions which are being taken, or that are being planned.
Surface Water Management: An Action Plan, DEFRA (2018)*	This action plan recognises that surface water management is a shared problem and aims to clarify the risks and responsibilities of surface water. This should help bring about more el assessment and communication, and strengthening delivery, are the two key strands included within the action plan.
Future Water: Water Strategy for England (2008)	Sets out the Government's plans for water in the future and the practical steps that we will take to ensure that good clean water is available for people, businesses and nature. It looks system we want to see then and how to get there.
The Heritage Statement (2017)*	The Statement outlines the Government's direction and priorities for England's heritage assets in the coming years. It builds upon the commitments made in the Culture White Paper (2 Structured around four key areas, it presents information on how the Government can help support and develop the heritage sector: • Our heritage creates great places • Our heritage is for everyone • Our heritage is international • Creating a sustainable and resilient heritage sector
Clean Neighbourhoods and Environment Act 2005	Sets out provisions for local authorities to have effective power to tackle poor environmental quality and anti-social behaviour. The Act has sections which cover the following issues: ne waste, noise and dogs.
Working Together to Build a Safer Road System: British Road Safety Statement, DfT (2015)*	<ul> <li>The Road Safety Statement set out to improve safety on the UK's roads and reduce the number of people injured or killed every year. It outlined the following priorities for improving ro</li> <li>Safer learning and road behaviours</li> <li>Better testing and licensing</li> <li>Increased road user awareness</li> <li>Safer vehicles and equipment</li> <li>Fairer and more responsive insurance</li> <li>More intelligent and effective enforcement</li> </ul>
Road Safety Statement: Progress Report, DfT (2018)*	The document reports the progress made on the short-term actions of the Working Together to Build a Safer Road System: British Road Safety Statement which was published by DfT delivering the programme of activity set out in 2015.
The Inclusive Transport Strategy: Achieving equal access for disabled people, DfT (2018)*	The Strategy sets out plans to make the UK's transport system more inclusive and accessible for disabled people as well as holder people. Although the Strategy is focussed on disable travellers. Their vision is for disabled people to have the same access to transport as everyone else. They will travel confidently, easily and without extra cost. By 2030 we envisage equivalent transport system, with assistance if physical infrastructure remains a barrier4
Cycling and Walking Strategy, DfT (2017)*	The UK Government has an ambition to make cycling and walking the natural choices for shorter journeys, or part of a longer journey. The Strategy sets out their ambitions, the financiand the actions required to achieve the objectives.
Building Sustainable Transport into New Developments (DfT, 2008)	Part of the Government's advice on transport within Eco-towns and New Growth Points, this document sets out advice on how to effective and sustainable build transport systems into and design process, a suite of sustainable transport options before looking at funding, implementation and monitoring.
Road Traffic Reduction Act 1997	The Act sets out to reduce traffic and requires local authorities to prepare reports relating to the levels of road traffic in their area.
Road Traffic Reduction (National Targets) Act 1998	This makes further provisions to the Road Traffic Reduction Act 1997 for road traffic reduction targets.
Noise Action Plans (DEFRA)	<ul> <li>The Noise Action Plans provide a framework for managing environmental noise and its effects for the following areas:</li> <li>Agglomerations (large urban areas)</li> <li>Roads (including major roads)</li> <li>Railways (including major railways)</li> </ul>
Healthy Lives, Healthy People: Our Strategy for Public Health in England (2010)*	This White Paper outlines sets out how the Government intend to tackle public health challenge, putting local communities at the heart of the public health. It also sets out the commitm Protect the population for serious health risks Helping people live longer, healthier and more fulfilling loves Improving the health of the poorest, fastest
Automated and Electric Vehicles Act 2018*	Part 1 of the Act sets out the broad parameters of how automated vehicles (AVs), or self-driving cars, involved in accidents, will be treated for insurance purpose. The measures in the Conservative Manifesto commitment for almost every car and van to be a zero emission vehicle by 2050. Taken together, the powers would allow Government to regulate if necessary experience of electric vehicle charging infrastructure, to ensure provision at key strategic locations like Motorway Service Areas (MSAs), and to require that charge points have 'smart'
Natural Capital Committee's Sixth Report (2019)*	The annual report sets out the work undertaken by the committee since March 2018. It covers the progress of the Government in implementing the 25 Year Environmental Plan, progre and embedding the natural capital approach. The Report makes headline recommendations which cover the Draft Environmental Bill as well as recommendations to Defra, Treasury a recommendation is that the 25 Year Plan is placed on a meaningful statutory basis in the forthcoming Environmental Bill.
Health Impacts of All Pollution, Chief Medical Officer (2017)*	The report highlights the threat which pollution, particularly air pollution, poses to human health. Its purpose is to bring political, policy and health system attention to pollution as a threat but also at lower-level, longer-term exposure. The report makes a series of recommendations in relation to: changing how we think about pollution; acting where we can; gathering data changing the ways we work and do research. The chapters cover a range of issues including, but not limited to: <ul> <li>Pollution from the health and care system;</li> <li>Pollution and inequality</li> </ul>

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ahead to 2030 and describes the water supply

(2016) and the Industrial Strategy (2017).

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bled people, the outcomes will also benefit other qual access for disabled people using the

cial resources for supporting these ambitions,

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ress on the ten goals included within the Plan and other Economic Departments. The key

eat to the public's health, both at acute exposure ta where we cannot act with certainty; and

Document name	Key objectives, requirements and guidance
	Environmental health – response to pollution
	<ul> <li>Measurement and communication of health risks from pollution</li> </ul>
Green space access, green space use, physical activity and overweight, Natural England (2011)*	The document presents two studies which explore the link between the perceived and objectives measured access to green space, frequency of green space use, physical activity level obese. The study highlighted that good access to greenspace is associated with higher use and higher physical activities and reduced likelihood of being overweight.
Health matters: getting every adult active every day, Public Health England (2016)*	The publication sets out how to achieve increased physical activity across the nation. It recognises the benefits physical activity has on physical and mental health and wellbeing of ind recommendations for physical activity and explores physical activity and health inequalities.
Health matters: air pollution, Public Health England (2018)*	The publication recognises that poor air quality poses the most significant environmental risk to public health in the UK. It identifies that long-term exposure to pollutants can lead to ch respiratory diseases as well as lung cancer, and reduced life expectancy. It looks at the scale of the programme and suggests that everyone from local government to the public and he
Regional and Local	
River Nene Catchment Flood Management Plan (CFMP), Environment Agency (2009)	CFMPs gives an overview of the flood risk across the river catchment and recommended ways of managing the risk now and over the next 50 to 100 years. There are four policy areas CPCA LTP study area, these are: The Fens, Peterborough and the Nene Washes, Upper and Middle Nene Catchment and River Nene (Oundle to Water Newton). The following policie • Policy 2 – Applied to areas of low to moderate flood risk where existing flood risk management actions can be reduced
	<ul> <li>Policy 3 – Applied areas with low to moderate flood risk where existing flood risk is generally managed effectively</li> </ul>
	• Policy 4 – Applied to areas of low, moderate or high flood risk where flood risk is already being managed effectively but where further actions may be required to keep pace with clim
River Welland CFMP, Environment Agency (2009)	<ul> <li>Four policy areas of the River Welland CFMP apply to the CPCA LTP study area and are as follows: Fenland, Upper Tributaries, Peterborough and Welland and Glen. The following performance of the River Welland to moderate flood risk where existing flood risk management actions can be reduced</li> <li>Policy 4 – Applied to areas of low, moderate or high flood risk where flood risk is already being managed effectively but where further actions may be required to keep pace with clim</li> </ul>
Great Ouse CFMP, Environment Agency (2011)	Six policy areas of the Great Out CFMP apply to the CPCA LTP study area and are as follows: The Fens, Bedford Ouse Rural and Eastern Rivers, Cambridge, St Ives, Huntingdon, Gr apply to these units:
	<ul> <li>Policy 2 – Applied to areas of low to moderate flood risk where existing flood risk management actions can be reduced</li> <li>Policy 3 – Applied areas with low to moderate flood risk where existing flood risk is generally managed effectively</li> </ul>
	<ul> <li>Policy 4 – Applied to areas of low, moderate or high flood risk where flood risk is already being managed effectively but where further actions may be required to keep pace with clim</li> <li>Policy 5 – Applied to areas of moderate to high flood risk where further action can generally be taken to reduce flood risk</li> </ul>
	<ul> <li>Policy 6 – Applied to areas of low to moderate flood risk where action will be taken with others to store water or manage run-off in locations that provide overall flood risk reduction or manage run-off in locations.</li> </ul>
Anglian River Basin Management Plan (RBMP), Environment Agency (2015)	The purpose of a RBMP is to provide a framework for protecting and enhancing the benefits provided by the water environment. To achieve this, and because water and land resource land-use planning. It sets out the:
	Pressures affecting the water environment
	<ul> <li>Environmental objectives for protecting and improving the waters</li> </ul>
	<ul> <li>Programme of measures, actions needed to achieve the objectives</li> <li>Progress since the 2009 Plan</li> </ul>
Cambridgeshire and Peterborough Habitat Action Plans (as updated 2009)	Provides details of those habitats and species listed on the UK BAP that are found in Peterborough and Cambridgeshire and local species of conservation value.
Investing in the East of England's natural assets, state value and vision (2009)	Sets out evidence about the East of England's natural environment and the investment priorities for the area.
Woodland for Life - Regional Woodland Strategy for the East of England (2003)	The Strategy sets out an approach over the next 20 years in response to the issues and opportunities that face the East of England's trees and woodlands, reflecting national policies a and aspirations.
Peterborough's Sustainable Community Strategy 2008-21	Sets out measures to substantially improve the quality of life of the people of Peterborough and to raise the profile and reputation of the city. It will guide the work of all the partners in F community.
Peterborough's Green Grid Strategy (2007)	The Green Grid Strategy is a strategic framework and action plan for improving the quality, quantity and connectivity of greenspace in the Greater Peterborough area.
Peterborough Biodiversity Strategy (2018)*	Sets out the strategy for biodiversity in Peterborough with a vision to create an ecological network across the area which is rich in wildlife, provides connectivity of valuable habitats bet objectives included in the Strategy cover four areas:  Promoting biodiversity in planning
	<ul> <li>Showing regard for biodiversity on public authority managed land and buildings</li> </ul>
	Protected sites and areas
	Green infrastructure
Peterborough Tree and Woodland Strategy (2018)*	Provides a process and guidelines in which the city council will not only discharge its statutory functions in relation to Trees and Woodland, but also its guidelines, or 'service standards upon the previous Strategy published in 2012.
Cambridgeshire and Peterborough Minerals and Waste Development Plan Document (DPD) (2011)	Sets out PCCs strategic vision and objectives for future development and management of minerals and waste within Cambridgeshire and Peterborough. The document also contains a minerals and waste development.
Preliminary Draft Cambridgeshire and Peterborough Minerals and Waste Local Plan	The CPCA current Core Strategy DPD and Site-Specific Proposals DPD are being reviewed and merged to form a single joint Minerals and Waste Local (MWLP). A final version of this in Spring 2019. It includes following 12 headline objectives:
(2018)"	<ul> <li>Ensure a steady and adequate supply of minerals to support growth and ensure the best use of materials, and protection of land</li> <li>Contribute positively to the sustainable management of waste</li> </ul>

vels, and the probability of being overweight or

dividuals, families, communities. It also makes

hronic conditions such as cardiovascular and health organisation have a role to play.

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mate change policies apply to these units:

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or environmental benefits

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and objectives, but focusing on regional needs

Peterborough - public, private, voluntary and

etween high quality greenspace areas. The

s', in respect of this important resource. It builds

a suite of development control policies to guide

is update is due to be published for consultation

Document name	Key objectives, requirements and guidance
	<ul> <li>Support climate change mitigation and adaptation, and seek to build in resilience to the potential effects of climate change</li> </ul>
	<ul> <li>Protect water resources and quality, mitigate for flood risk from all sources and seek to achieve a reduction in overall flood risk</li> </ul>
	Safeguard productive land
	<ul> <li>Support sustainable economic growth and the delivery of employment opportunities</li> </ul>
	• Reduce road traffic, congestion and pollution; promote sustainable modes of movement and efficient movement patterns; and provide and maintain movement infrastructure
	<ul> <li>Conserve and enhance the quality and distinctiveness of the landscape</li> </ul>
	Protect and encourage biodiversity and geodiversity
	<ul> <li>Protect and where possible enhance the character, quality and distinctiveness of the built and historic environment</li> </ul>
	<ul> <li>Protect and enhance the health and wellbeing of communities</li> <li>Minimise noise, light and air pollution</li> </ul>
Peterborough Local Transport Plan 2011-2016 (2011)	Outlines the local transport strategy, objectives and targets for 2011 to 2016. It sets out the challenges and issues for existing and future transport systems and how these will be addre
Peterborough Local Development Framework	Peterborough's local development framework is made up of the Core Strategy DPD (2011), the Site Allocations DPD (2012), the City Centre Plan (2014); and a variety of more detailed is a statutory Local Plan which sets out the overall approach to development in Peterborough to 2026 and beyond. The city council are currently in the process of preparing a new Loca
	The most relevant SPD is the Flood and Water Management SPD (2012) which covers development policies on flood risk: Peterborough Strategic Flood Risk Assessment (SFRA) Levelopment updated.
Peterborough Level 1 Strategy Flood Risk Assessment (SFRA) and Outline Water Cycle Study (WCS) (2018)*	The aim of this combined level 1 SFRA and Outline WCS is to identify existing connections between planning and water related policies and needs in a more integrated exercise than t
Peterborough City Council's Conservation Area Appraisals and Management Plans (as amended)	The Conservation Area Appraisals assesses the historic, architectural and spatial qualities of the Conservation Area and makes proposals for the future management of the area to ens harmed. The purpose is to:
	<ul> <li>identify the special character of the area</li> </ul>
	<ul> <li>review the conservation area boundary</li> </ul>
	<ul> <li>provide a basis for considering planning proposals that affect the area</li> </ul>
	<ul> <li>make recommendations to ensure its special qualities are retained and enhanced.</li> </ul>
The Nene Valley Nature Improvement Area (NIA) Project	The project aims to re-create and re-connect natural areas along the Nene and its tributaries. It has a vision to improve the quality and quantity, and improve the connectivity, of habitat to provide a space for wildlife to thrive and adapt to climate change.
The Welland Valley Partnership River Improvement Plan (2013)	The Plan has been produced by the Welland Valley Partnership Steering Group, a consortium of organisations, government bodies and interest groups. It sets out the vision of the Wel improving the quality of the surrounding environment. This is to be achieved by active stakeholder and public engagement
Cambridgeshire County Council Climate Change and Environment Strategy (2008)	This covers climate change and broader environmental concerns, ensuring these were more closely aligned with the Integrated Plan, the Cambridgeshire Vision, and the new National was featured as one of the organisation's Strategic Objectives for the first time 2008.
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Performance Framework. Climate change

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v and in the future. The Strategy include four

nd also addressed climate change and carbon.

overs the period up until 2031.

Document name	Key objectives, requirements and guidance
South Cambridgeshire DC – Biodiversity Supplementary Planning Guidance (2009)	Expands on district-wide policies included in the Development Control Policies DPD and policies in individual Area Action Plans (AAPs). These policies seek to ensure that biodiversity throughout the development process.
Cambridgeshire Local Term Transport Strategy 2011-2031 (2015)*	This strategy identifies the major infrastructure requirements that are needed to address existing problems and capacity constraints on Cambridgeshire's transport network, and the furt the transport demand associated with planned growth. There are eight objectives included in the Plan:
	<ul> <li>Improve accessibility to employment and key services</li> </ul>
	<ul> <li>Encourage sustainable alternatives to the private car, including rail, bus, guided bus, walking and cycling, car sharing and low emission vehicles</li> </ul>
	<ul> <li>Encourage healthy and active travel, supporting improved well-being</li> </ul>
	Make the most efficient use of the transport network
	<ul> <li>Reduce the need to travel</li> </ul>
	<ul> <li>Minimise the impact of transport on the environment</li> </ul>
	Prioritise investment where it can have the greatest impact
Cambridge City Council Natural Conservation Strategy (2006)	The Strategy sets out a framework to achieve a net gain in biodiversity in the area over the next 20 years. It covers the extent and quality of priority habitats and populations of priority s
Local Agenda 21 (LA21)	This is implemented at district level and is a policy initiative to encourage local authorities to promote environmentally, socially and economically sustainable communities.
Cambridgeshire Health & Wellbeing Strategy 2012-2017 (2012)*	Published in 2012, the CPCA Health and Wellbeing Strategy sets out six priorities to make a difference to achieve better health and wellbeing outcomes for the community which include
	Ensure a positive start to life for children, young people and their families
	<ul> <li>Support older people to be independent, sare and well</li> <li>Encourage boolthy lifestyles and behaviours in all actions and activities while respecting people's personal choices.</li> </ul>
	<ul> <li>Encourage nearing mestyles and behaviours in an actions and activities while respecting people's personal choices</li> <li>Create a safe environment and help to build strong communities, wellbeing and mental health</li> </ul>
	Create a sustainable environment in which communities can flourish
	Work together effectively
Sustainable Futures: Integrated Sustainability	The framework aims to place sustainable development at the heart of the East of England's future. There are ten objectives included in the framework to achieve sustainable development
Framework for the East of England, 2009	Promote sustainable growth within environmental limits
	Reduce poverty and inequality and promote social inclusion     Beduce grouphouse gas emissions
	Adapt to the impacts of climate change
	Promote employment learning skills and innovation
	<ul> <li>Increase resource efficiency and reduce resource use and waste</li> </ul>
	<ul> <li>Conserve, restore and enhance the region's natural and built environment</li> </ul>
	Move goods and people sustainably
	<ul> <li>Meet the needs of the changing regional demographic</li> </ul>
	<ul> <li>Provide decent, affordable and safe homes for all</li> </ul>
Health system prevention strategy for Cambridgeshire and Peterborough (2016)*	The Strategy sets out objectives to prevent health effects occurring as it is recognised as critical to building a sustainable health system. The objectives of producing the strategy were to To identify the savings to the NHS, where possible, from current and planned prevention initiatives.
	• To identify areas/interventions for potential additional NHS investment in prevention which would maximise savings to the local NHS over the next three, five, 10 years and beyond.
	<ul> <li>Identify areas and initiatives for potential stretch and outline the strategy for delivering these including projected savings to the NHS, where possible.</li> </ul>
Transport Strategy for Cambridge and South Cambridgeshire (2014)	The strategy sets out plans to allow the district to cope with the rising population and increase in demand on the travel network by shifting people from cars to other means of travel incl
Transport Strategy for East Cambridge (2016)	Strategy to tackle the current and future pressures in relation to transport in and around the district. This strategy will help to support the growth in East Cambridgeshire.
Cambridgeshire and Peterborough Independent Economic Review (CPIER) (2018)*	Cambridgeshire and Peterborough Independent Economic Commission undertook the CPIER which highlights the fast rate of economic and employment growth in the region, and the strong growth will be sustainable and more inclusive. It gives an overview of the CPCA area including the historical, political and economic context before exploring the future of the are infrastructure; health and well-being; early years, education and skills; market towns; and governance.
Peterborough Health and Wellbeing Strategy 2016-2019 (2016)*	The Strategy was prepared by the Peterborough Health and Wellbeing Board to meet the needs of local residents. The Board is a statutory partnership across Peterborough City Coun Peterborough HealthWatch. It covers health and wellbeing through the life course, healthy environmental and health inequalities. The Health and Wellbeing board aims to focus on:
	• Prevention – make Peterborough a healthy environment to live in and support all people and communities to maintain their health and independence
	<ul> <li>Driving delivery of the right services, to the right people by the right people, at the right time and at the right place, at the right cost.</li> </ul>
	<ul> <li>Monitoring outcomes which matter to all local residents, families and communities</li> </ul>
Access to Transport, Joint Strategic Needs Assessment (JSNA) (2015)*	The JSNA looks at the accessibility to transport across the Cambridgeshire region. It looks at the impact transport has on health, where transport disadvantages are located across the accessing health and social care, and addressing the local need. The key findings of the assessment include:
	Transport barriers are not experienced equally across the region
	<ul> <li>Transport is a key enabler or gateway to key services and interventions</li> </ul>
	<ul> <li>Some areas of the region have a higher number of individuals with limiting conditions, no access to a car and long trips to health services</li> </ul>
	Local views have highlighted the complexity in planning journeys, the length and cost
	<ul> <li>Community transport provides a contribution to journey to health services, especially hospital appointments</li> </ul>

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e region, local views on the transport barriers in

Document name	Key objectives, requirements and guidance
	<ul> <li>There are concerns about whether community transport can meet demands on their services</li> </ul>
Active Transport, JSNA (2015)*	Active Transport across the Cambridgeshire region is covered within the JSNA, it recognises the link between active travel and health. It looks at how people get to work, the local view be increased. Key findings include:
	<ul> <li>Cambridge City has the most walking and cycling trips to work compared to the rest of the region</li> </ul>
	<ul> <li>Walking and cycling rates are lowest in those over 40 years of age in Cambridgeshire</li> </ul>
	<ul> <li>Traffic cordon data shows that walking is more common in the market towns and cycling more common in Cambridge City</li> </ul>
Air Pollution, JSNA (2015)*	The assessment recognises the link between air pollution, particularly from transport, and health. It covers the importance of air pollution, the local context of air pollution in Cambridge findings of the JSNA on air pollution include:
	• There are levels of air pollution in Cambridgeshire impact health, even though most annual average concentrations may not be over Air Quality Thresholds
	• 257 deaths were attributable to air pollution in Cambridgeshire in 2020 and over 5% of Cambridgeshire's mortality is attributed to air pollution
	<ul> <li>The hotspots for air pollution include urban areas and arterial and trunk roads, such as the A14</li> </ul>
	<ul> <li>Nitrogen dioxide levels are higher in winter months and particulate matter levels peak in the spring, potentially resulting in a seasonal health impact</li> </ul>
Cambridgeshire and Peterborough JSNA Core Dataset (2019)	The JSNA Core Dataset provides a multitude of statistics and findings on a wide range of topics within the Cambridgeshire and Peterborough area. These topics include:
	Health
	Geography & Demography
	<ul> <li>Relative Deprivation and Wider Determinants of Health</li> </ul>
	<ul> <li>Lifestyle, Risk Factors and Health &amp; Wellbeing</li> </ul>
	<ul> <li>Screening, Vaccination and Immunisation</li> </ul>
	<ul> <li>Levels of Illness and Health &amp; Care Services</li> </ul>
	Live Expectancy and Mortality
Transport and Health JNSA Dataset – Peterborough, Peterborough City Council (not dated)*	The JNSA Core Data provides statistics to provide evidence on the link between health and transport. It covers active travel, air quality and access to transport in relation to health.
Conservation Area Appraisals*	Conservation Area Appraisals outlines the defining characteristics of a conservation area which contribute to its designation. It also evaluates the contribution of the different features a
Neighbourhood Plans*	Neighbour Plans allow local communities influence and shape the planning of the area in which they live and work. They can help to:
	Develop a shared vision
	<ul> <li>Select locations for homes, shop, offices and other development / infrastructure</li> </ul>
	Identify and protect local greenspaces
	<ul> <li>Influence the design and appearance of new buildings</li> </ul>

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# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix C - Scoping Consultation Log

December 2019

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Cambridgeshire and Peterborough Combined Authority

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix C - Scoping Consultation Log

December 2019

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Cambridgeshire and Peterborough Combined Authority

# **Issue and Revision Record**

Revision	Date	Originator	Checker	Approver	Description
A	07.05.19	S Robinson	N Levy	S Price J Hitchcock	Issue for Client Comment
В	16.05.19	S Robinson	N Levy	J Hitchcock	Second Issue for Comment
С	13.12.19	S Robinson	N Levy	H Grounds	Third issue following consultation

### Document reference: 402819 | 001 | C

#### Information class: Standard

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# Contents

C. Consultation Log

1

# **C.** Consultation Log

The consultation comments from the LTP SEA Scoping Report consultation process and how these have been addressed in the SEA process and Environmental Report are presented in Table 1.

The SEA Environmental Report was published for consultation alongside the draft Cambridgeshire and Peterborough LTP. The consultation responses and how these have been addressed in the final Environmental Report are presented in Table 2.

# Table 1: Scoping Report Consultation Log

Ref	Organisation	Торіс	Comment	Response/ Action
1	Historic England	LTP objectives	We would expect to see the conservation of the historic environment included as one of the wider objectives listed in Figure 3 on page 20.	These are the LTP objectives developed by CPCA. CPCA has taken this comment on board and have included the historic environment within one of the environment objectives. The Environmental Report has been updated to reflect this.
2	Historic England	Baseline	We are pleased to note the inclusion of designated heritage assets in section 4.4. However, we are concerned that there is no mention of non-designated heritage assets including below ground archaeological material, and we therefore suggest that more information on the non-designated heritage assets and below ground archaeology in the study area should be included. This can either be obtained from the Cambridgeshire County Historic Environment Record, or via the Heritage Gateway <http: gateway="" www.heritagegateway.org.uk=""></http:> .	Information on non-designated heritage assets has been included in the baseline.
3	Natural England	Proposed Assessment Methodology	Our advice is that consideration should be given to any new evidence that may have emerged, such as updates to Natural England's Site of Special Scientific Interest (SSSI) Impact Risk Zones (IRZs), available through www.magic.gov.uk We note that some of these projects may now have progressed to design or construction stage, in which case they can be considered part of the baseline. New projects will be subject to a full assessment. We welcome that a Habitats Regulations Assessment (HRA) will be prepared to support development of the LTP.	Projects at the construction stage have been considered as baseline and have not been reassessed.
4	Natural England	General	Natural England advises that LTP policies should seek to enhance as well as protect the natural environment. We would also encourage policies to require transport schemes to deliver net biodiversity gain as far as possible, in accordance with the aspirations of paragraphs 170 and 174 of the National Planning Policy Framework (NPPF) and the Defra 25 Year Environment Plan (YEP).	The LTP objective has been updated to include 'enhance'. Biodiversity net gain is Included in the LTP and has been added to the SEA as a monitoring indicator.
5	Natural England	Baseline	<ul> <li>An overview of the environmental baseline is presented in section 4 of the Report, including numbers of designated sites across Cambridgeshire and Peterborough provided in section 4.3 and illustrated on Map C.1 in Appendix C. Useful reference could also be made to the objectives of the Cambridgeshire Green Infrastructure Strategy and the following priority areas:</li> <li>West Cambridgeshire Hundreds - this cluster of ancient woodlands and parkland is particularly special for its plants and bat populations. Natural England and partners support projects to create additional wildlife habitats that link up these small woodlands and strengthen populations of farmland birds such as turtle dove.</li> <li>Ouse Valleys - the River Great Ouse River and its valley is rich with wildlife. Natural England, working with the Upper Bedford Ouse Catchment Partnership supports projects that contribute towards the protection and enhancement of habitats and reduces pollution.</li> <li>Greensand Ridge – the dramatic iconic topography provides important refuges for scarce and specialist wildlife. Key objectives are to buffer, enhance and link the important wildlife sites along the ridge, strengthening their ability to adapt to climate change and to making the Ridge a good place to live, work and visit.</li> <li>Cambridgeshire Fens - an amazing refuge for England's biodiversity whilst also exceptionally important for food production and as a carbon store. Natural England will support strategic</li> </ul>	Reference to the objectives of the Cambridgeshire Green Infrastructure Strategy included. A description of Priority areas as identified in the response has been added to the baseline.

Ref	Organisation	Торіс	Comment	Response/ Action
			<ul> <li>projects to promote the wildlife value of watercourses and connectivity of habitat across the landscape.</li> <li>Chalk and Chilterns - the chalk ridge extending from the Chilterns into Hertfordshire, and beyond, is a fragmented landscape of arable cultivation, chalk grasslands and woodland that is also a farmland bird 'hotspot'. Natural England will support development schemes which help to 'join the dots' through habitat creation and enhancement to provide a robust natural environment along this ridge with improved connectivity and accessibility.</li> </ul>	
6	Natural England	Baseline	We welcome reference to the National Character Areas (NCAs) within the study area and indicated in the Plan in Appendix C.4. Consideration will also need to be given to local landscape character and objectives identified in the landscape character area (LCA).	Details on LCA included in the baseline.
7	Natural England	Baseline	Section 4.11 Evolution of the Baseline – the bullet point on Biodiversity could better reference the continual decline in biodiversity as reported in numerous papers including the Natural Environment White Paper and Biodiversity 2020: A Strategy for England's Wildlife and Ecosystem Services	Text added on declining biodiversity.
8	Natural England	SEA Framework	We are generally supportive of the assessment questions and key indicators for natural environment topics including biodiversity. Natural England's advice is that more appropriate indicators of impact on biodiversity objectives include the extent of habitat in good / favourable condition, the extent and condition of supporting habitat, including local wildlife sites and ecological networks.	Biodiversity indicators updated.
9	Environment Agency	Baseline	Consideration of flood risk within the scoping report is inadequate. Flood risk is a significant and widespread consideration for Cambridgeshire and Peterborough. 34.5% of the area is at high risk of flooding in the absence of flood defences, and much of the area is below sea level. Increased incidences of heavy rainfall will make flood risk more likely, while rising sea levels may also contribute to flood risk, particularly affecting low-lying parts to the north of Cambridgeshire and eastern Peterborough. Given the importance of this risk, the SEA scoping report fails to consider the scope of flood risk adequately. As flood risk is a key consideration for Cambridgeshire and Peterborough, it needs to be included as a topic in the key issues and opportunities and SEA framework sections. Where flood risk is referenced, it is split between the 'Water' and 'Climatic factors' sections throughout the document. Given the significance of flood risk within the area, we recommend that flood risk is incorporated in its own section in the report.	A separate objective on flood risk has been included within the water environment topic. This covers reducing the risk of flooding to transport infrastructure and minimising its contribution to flood risk. There is a separate objective relating to flood risk and climate change. Additional sections on flood risk have been added to the baseline information.
10	Environment Agency	Baseline	The scoping should include the landscape scale habitat projects that exist within Cambridgeshire and Peterborough e.g. Wildlife Trust Living landscape projects including Great Fen, National Trust's Wicken Vision and RSPB Futurescapes. The Transport Plan has great opportunities to both connect people sustainably to these areas but also impact negatively on them.	Information on landscape scale habitat projects included.
11	Environment Agency	LTP	Suggest second paragraph reads "Efficient, low carbon and reliable transport"	Wording updated in the start of paragraph 2 of 2.1 in ER.
12	Environment Agency	LTP	There is no reference to digital technology and how this is likely to impact future travel. NB Greater Manchester Combined Authority's Local Transport Plan Draft Delivery Plan 2020-2025 notes "Digital technology is re-shaping every aspect of our lives in ways which were inconceivable a generation ago: how we work, travel, shop, access services, meet people, communicate and are entertained. High-speed internet, digital skills and access to technology can influence how, and how much, people travel, and are therefore important for the future efficient development of our transport system and giving people access to a range of services without needing to travel"	Policies on digital technology are included in the LTP.

Ref	Organisation	Торіс	Comment	Response/ Action
13	Environment Agency	LTP 0objectives	Suggest should read protect and enhance	These are the LTP objectives developed by CPCA. CPCA has taken this comment on board and have included 'enhance' in the environment objective. The Environmental Report has been updated to reflect this.
14	Environment Agency	LTP development	Include reference to the transport-related findings and recommendations of the Cambridgeshire and Peterborough Independent Economic Review (CPIER) Final Report (2018)	Added to LTP Context Section 2 of the ER and Added to Figure 4 and Appendix B - Policies, Plans and Programmes Review.
15	Environment Agency	Relationship with other Policies, Plans and Programmes	Suggest reference to the Automated and Electric Vehicles Act 2018	Added to Figure 4 and Appendix B - Policies, Plans and Programmes Review.
16	Environment Agency	Relationship with other Policies, Plans and Programmes	Suggest reference to the Natural Capital Committee's Sixth Report (Jan 2019)	Added to Figure 4 and Appendix B - Policies, Plans and Programmes Review.
17	Environment Agency	Relationship with other Policies, Plans and Programmes	Biodiversity net gain is currently out for consultation re its proposed inclusion in NPPF. Environmental net gain is a longer-term objective.	Removed 'Halt overall biodiversity' and included 'promote and achieve biodiversity net gain' to Section 4.3.
18	Environment Agency	Relationship with other Policies, Plans and Programmes	Suggest change to read "The creation and long term provision of green infrastructure" Suggest change to read "Reduce greenhouse gas emissions and improve air quality"	Added to Section 4.3 of the ER.
19	Environment Agency	Baseline	There are a number of sources of flooding affecting Cambridgeshire, including fluvial flood risk, surface water flood risk, and tidal flood risk. The scoping report only refers to flood zones, which relate only to fluvial and tidal flood risk; all other sources of flooding including surface water flood risk should be reviewed as part of the SEA process.	Other sources of flooding included in the baseline.
			There is no explanation of what the flood zones mean (i.e. Flood Zone 3 shows land with a 1 in 100 or greater annual probability of flooding or 1 in 200 or greater annual probability of tidal flooding). At the very least, there should be an indication of the level of risk indicated by the Flood Zones (i.e. Flood Zone 3 – high risk, Flood Zone 2 – medium risk etc.).	Explanation of flood zones and risk provided
			This section of the report contains so little information that it is thoroughly inadequate in terms of scoping the relationship between flood risk and the LTP and needs to be significantly improved and extended.	Additional baseline on flood risk included
			There should be some narrative regarding flood risk issues at a catchment scale for the main river catchments identified.	Information included

Ref	Organisation	Торіс	Comment	Response/ Action
			LTP projects have the scope not only to affect existing risks but should also be able, if well designed, to reduce flood risks, thereby leading to a net reduction in flood risk. The SEA should identify not only how LTP projects could affect existing risks with a view to mitigating and minimising harm, but also identify where they could reduce risks overall.	Risk from flooding and how the LTP could reduce flood risk through design included
			The section on flood risk also includes references to groundwater SPZs and surface water SPZs. Although relevant environmental considerations, these are not flood risks, so are included within this section erroneously and should be moved to a section on water quality.	Information on SPZ moved to sub- section on water quality
20	Environment Agency	Baseline	We recommend that discussion around climate change impacts in relation to flood risk is incorporated into a more robust flood risk section. The section should include discussion on the flood risk implications of projected climate changes, with reference to impacts on fluvial, tidal and surface water flood risk.	Within the climate topic a sub-section on climate impacts in relation to flood risk has been included
			Which climate change epoch is to be considered in the SEA? 2040-2059 is referenced – is this sufficient for the design life of transport infrastructure?	Additional time slice added (2080s) to take into account the design life of projects.
21	Environment Agency	Baseline	Should read Water - increased economic growth and climate change. Human health – obesity, heart disease and respiratory problems are ongoing issues in the UK and are likely to continue. Active lifestyles, improved air quality, and healthy eating campaigns will help reduce this trend.	Added to Appendix D – Baseline Review
22	Environment Agency	Baseline	Biodiversity Implications – just protecting designated sites will not be enough to ensure the survival of habitats and species into the future. Many of these sites are small and isolated which prevents robust populations establishing and prevents movement of species between sites.	Updated to include further protection measures e.g. creating green corridors, new habitat and biodiversity net gain
23	Environment Agency	Key Environmental Issues and Opportunities	This section excludes flood risk from key issues and opportunities. Flood risk is not identified within this section. Given the extent to which flood risk affects Cambridgeshire and Peterborough, and the need and opportunity to use all forms of development, including transport infrastructure, to address and reduce flood risk, this exclusion is inappropriate. Flood risk must either be scoped into this section as a topic in its own right (it is not adequately covered by minor references within the water topic), or made far more prominent within an improved water topic	Flood risk given more prominence in the water topic.
24	Environment Agency	Key Environmental Issues and Opportunities	Suggest adding wording in 'Water column' to say Options within the LTP have the potential to be affected by flooding. Flood risk adaptation and mitigation, (including surface water drainage), should be incorporated into the design of the LTP options in line with future climate change.	Suggested text included in issues and opportunities under the water topic.
			<ul> <li>Ensure the protection, improvement and sustainable use of all waterbodies</li> </ul>	
			<ul> <li>Ensure all sources of flood risk are considered, including residual risk where applicable, to demonstrate no increase in flood risk to the development or third parties as a result of the options</li> </ul>	
			<ul> <li>Reduce or control water pollution</li> </ul>	
			<ul> <li>Adhere to Environmental Permitting Regulations (https://www.gov.uk/permission-work-on-river- floodsea-defence)</li> </ul>	
25	Environment Agency	Key Environmental Issues and Opportunities	Biodiversity - Impacts on Biodiversity linked to transport include increasing access to nature reserves which may not be robust enough to withstand the increased visitor and dog numbers. Fragmentation of habitats is also a major concern. Opportunities should include connecting people with nature and access to greenspace in a sustainable way for well-being and active health	Wording added to Key Issues and Opportunities.

Ref	Organisation	Торіс	Comment	Response/ Action
			benefits, without damaging that greenspace. Other opportunities should include increasing the biodiversity connectivity of sites.	
			Water Transport infrastructure can increase the speed at which rainwater enters the watercourse causing faster peaks in stream height which could impact on downstream nature reserves. This should be mitigated for if the opportunity for flood risk adaption/mitigation is implemented.	
26	Environment Agency	Key Environmental Issues and Opportunities	Air - reference the Government's recent announcement to end the sale of new conventional petrol and diesel cars and vans by 2040. Also, its plan to tackle roadside nitrogen dioxide concentrations by making an additional £475m available to support local authorities with the biggest pollution problems to tackle hotspots in their areas – part of a wider £3.5bn spending commitment to air quality and cleaner transport.	Suggested text included in issues and opportunities under the air topic.
27	Environment Agency	SEA Framework	Flood risk is excluded from this section. This exclusion is inappropriate for the aforementioned reasons. Although water is mentioned as a topic, there is no reference at all to flood risk within this. Flood risk should be included as a topic in its own right or given prominence within an improved water topic.	Flood risk added to water topic.
28	Environment Agency	SEA Framework	Mentions flood risk but in the Climatic Factors column rather than in the Water column; suggest these columns are amended to ensure the specific flood risk elements are included in the Water column, (Areas at risk of flooding, Will it affect flood risk in the area etc.) but the ones relating to climate change are obviously best placed in the Climatic factors column	Columns amended so that flood risk is covered under water but ones relating to climate change are under the climatic factors column.
29	Environment Agency	SEA Framework	Reduce road traffic and congestion – add promote home working and /tele commuting. Soft measures equally important e.g. travel for work options which seek to influence / change behaviours. Also, businesses being encouraged to promote car sharing and provide facilities (showers, drying rooms etc.) for cyclists who commute to work.	Added 'will it promote home working or tele commuting' to SEA Framework Table in section 4.5.1 of the ER.
30	Environment Agency	Appendix C - Baseline Maps	The map in this section shows fluvial and tidal flood risk. Additional maps showing flood risk from all sources should be included. It would also be useful to include a map showing the main river catchments.	Maps included for flood risk from surface water. Map showing main river catchments included. Flood risk from reservoirs and lakes we not included as unable to obtain data
31	Environment Agency	Appendix D - Environmental Indicators	Climatic Factors: Quantified Data for the CPCA region It is stated that <5% of Cambridgeshire area labelled as 'high priority' under flood risk management. It is unclear how this has been quantified and what the definition of 'high priority' is.	Removed refence to this indicator. The flood risk baseline is covered within the Baseline Maps.
			Issues Identified Data relating to the 1% and 0.1% risk of flooding is provided from 2005. This information is now 14 years old and is therefore likely to have been superseded by updated hydraulic modelling.	Removed reference to the 2005 data from the issues identified column.
32	Environment Agency	Appendix D - Environmental Indicators	Biodiversity, Flora and Fauna: It is pleasing to see that invasive species have been included in the topic assessment questions. More thought is required for the Key Indicators as it is not just the number or area of designated sites or habitats present but the condition of those habitats that is important. Whilst woodland is included other important habitat characteristics of the Peterborough and Cambridge area are meadows and fen wetlands – these should be considered in the assessment too.	Indicator on condition of habitats included. Meadows and fen wetlands included.
			Topic assessment questions: Will the option contribute to landscape scale restoration and/or	

Ref	Organisation	Торіс	Comment	Response/ Action
			reversing habitat fragmentation? Will the option provide sustainable access to greenspace/nature reserve without causing impacts on the existing habitats	The suggested topic assessment questions have been added
33	Environment Agency	Proposed SEA Scope and Assessment Methodology	The correct terminology is not being used here. Sensitivity of receptors is not applied correctly as it is likely to be the habitat type that is sensitive rather than its level of designation which is currently being used. The current table is linked to the hierarchy of sites, rather than any actual sensitivity of the receptor to the potential impacts.	This has been removed to avoid confusion.
34	Peterborough City Council	Key Issues and Opportunities	Section 5.1/ Table 10 re Biodiversity, should be ensuring biodiversity net gain is achieved (as per NPPF), not simply "slowing/ halting biodiversity losses"	Included 'Promote and achieve biodiversity net gain' to ER Key Issues and Opportunities
35	Peterborough City Council	SEA Framework	Table 11 Key indicators (biodiversity) should include demonstrating biodiversity net gain is achieved	Included as indicator in the SEA Framework Table and included as a monitoring indicator
36	Peterborough City Council	Appendix C - Baseline Maps	Appendix C1 Designated Sites map should also include County Wildlife Sites.	Information could not be obtained due to license issues. It is recommended that this is considered as projects are taken forward.
37	Peterborough City and Cambridgeshire County Council	Baseline	The role of the Transport Network to the NHS has not been acknowledged i.e. CUH is a regional trauma centre so has patients from an area far bigger than the spatial reference for the LPT and therefore the SEA, in addition the role of the NHS as one of our largest employers could be referenced along with the associated need for easy staff access to transport to delivered local health services	Role of the transport network to the NHS included in baseline
38	Peterborough City and Cambridgeshire County Council	Baseline	There is no mention of the baseline for vehicle types e.g. split between diesel, petrol, electric and hybrid	Included information on vehicle licensed by type in the baseline
39	Peterborough City and Cambridgeshire County Council	Baseline	The SEA has not mentioned freight and the modes of transport associated with freight, both the A14 and A47 are major freight routes east to west with the A1 and M11 north to south and the rail network plays an important role in freight movements.	Freight transport included in baseline
40	Peterborough City and Cambridgeshire County Council	Baseline	Community Transport and its important role in rural locations is not mentioned	Community transport included in baseline
41	Peterborough City and Cambridgeshire County Council		It is difficult to see where and if the main findings of the Transport and Health JSNA have been addressed within the SEA	Various updates from the JSNA: Data added from transport JSNA in Air Pollution baseline section Information added to the community transport baseline section Active Transport section added to the

Ref	Organisation	Торіс	Comment	Response/ Action
42	Peterborough City and Cambridgeshire County Council		No mention is made of the change in shopping habits i.e. move to online with potential increases in small delivery vehicles	Added to the evolution of the baseline and the key issues.
43	Peterborough City and Cambridgeshire County Council	The Cambridgeshire and Peterborough Local Transport Plan	Figure 3 LTP Vision - there is a vision of Equity - but the definition supporting it is one for equality - the two are different - the LTP should strive for equity not equality to reflect the difference in the population and urban vs rural differences	These are the LTP vision and objectives developed by CPCA. CPCA has taken this comment on board and have updated the figure to 'social'. The Environmental Report has been updated to reflect this.
44	Peterborough City and Cambridgeshire County Council	The Cambridgeshire and Peterborough Local Transport Plan	Should "Health" be a wider objective in figure 3	These are the LTP objectives developed by CPCA. CPCA has taken this comment on board and have included a health objective. The Environmental Report has been updated to reflect this.
45	Peterborough City and Cambridgeshire County Council	Relationship with Policies, Plans and Programmes	Under Table 3 national plans and programmes reference should be made to the various CMO reports including the all pollution report from last year	Added CMO Report on Health Impacts of Air Pollution, Figure 4 and Appendix B - Plans, Programmes and Policies Review
46	Peterborough City and Cambridgeshire County Council	Relationship with Policies, Plans and Programmes	In table 3 - Local plans and programmes reference should be made to the Peterborough Health and Wellbeing strategy to ensure comparability with Cambridgeshire	Added Peterborough Health and Wellbeing Strategy included in P&P review, Appendix B - Plans, Programmes and Policies Review
47	Peterborough City and Cambridgeshire County Council	Relationship with Policies, Plans and Programmes	The Various JSNA's for Cambridgeshire and for Peterborough - particularly the "Transport and Health" and Core Data Sets should be referenced	Added to P&P review.
48	Peterborough City and Cambridgeshire County Council	Relationship with Policies, Plans and Programmes	Under section 3.2 why has health and wellbeing not been identified as a key theme/message? It might be because the key health reports and data sets have not been used.	Health and wellbeing included in the key themes/messages.
49	Peterborough City and Cambridgeshire County Council	Baseline	4.11 outlines the major trends going forward including "Human health – obesity, heart disease and respiratory problems are ongoing issues in the UK and are likely to continue. Active lifestyles and healthy eating campaigns will help reduce this trend." I would suggest this point need to be expanded to recognise the ongoing challenge of Health Inequalities across the UK with significant difference in health outcomes depending where you live and your characteristics.	Expanded wording to include information on health inequality in the baseline
50	Peterborough City and Cambridgeshire County Council	Baseline	In section 4.2.1 the populations of the market towns quoted add up to greater than 100%	Amended
51	Peterborough City and	Baseline	Section 4.2.2 is the main human health data, but the ones used are very narrow - the summary in the core data sets should be used instead	Update using core data sets

Ref	Organisation	Торіс	Comment	Response/ Action
	Cambridgeshire County Council			
52	Peterborough City and Cambridgeshire County Council	Baseline	Section 4.2.3 - economy keeps referring to East Cambridge instead of East Cambridgeshire in addition there is a table in the New Housing Developments JSNA on average house prices against average income which could be used here	Amended throughout
53	Peterborough City and Cambridgeshire County Council	Baseline	Section 4.11 in the human health section fails to mention mental health i.e. poor mental health linked to poor connectivity and social connectedness/community severance, noise pollution where transport has a function.	Wording added regarding mental health and transport accessibility
54	Peterborough City and Cambridgeshire County Council	Scoping	Table 10 should scope in Mental Health in the "population, Commutes and human health SEA Topic	Mental health scoped in
55	Peterborough City and Cambridgeshire	SEA Framework	Table 11 SEA Framework - the data in the Transport and Health JSNA should also be updated an included for example the following indicators should be added:	PHOF on local mortality burden due to PM2.5, Local traffic count data as indicators
	County Council		PHOF on local mortality burden due to PM2.5	Added information on access to car/van
			No access to car/van for people with limiting activity long term liness     The "Florened" word data would be useful to consider	for people with limiting activity long term
			Ine Flagged ward data would be useful to consider	illness to baseline information.
			Number of centrice	Flagged Wards added to the community
			In there any least traffic count date?	Air Pollution paragraph added to
				appendix B (B.8.1)
56	Peterborough	General	There is a lack of reference to groups who may experience transport related exclusion:	Added to baseline and key issues
	City and		Children	
	Cambridgesnire		• Women	
			Older people	
	<ul> <li>Disabled and people with other health problems</li> </ul>	<ul> <li>Disabled and people with other health problems</li> </ul>		
			Those in low-income groups	
57	Peterborough City and Cambridgeshire County Council	SEA Method	Chapter 7 it's possible that since the SEA's on the previous projects were completed prior to the EIA regs changes to include impacts on human health - therefore some of the assessments which are assumed might not need to be reviewed as the baseline has not changed may still need to be reviewed to see if impacts on human health have been fully assessed.	The previous SEA included an objective on human health therefore the previous assessment will have considered this.
58	Peterborough City and Cambridgeshire County Council	References	References - the Transport and Health JSNA has been quoted but it is difficult to see where it has been used in the SEA Scoping report	More information has been included from the Transport and Health JSNA in line with other comments and referenced e.g. P&P review, baseline and indicators
59	Peterborough City and	LTP development	LTP Policy Alignment (Section B) - The table is very narrow and most of the policy do align with most of the objective therefore it is difficult to see the rationale for which ones have been chosen as linking and which ones haven't	The CPCA sifting and development process is explained in Chapter 2 of the ER.

Ref	Organisation	Торіс	Comment	Response/ Action
	Cambridgeshire County Council			
60	Peterborough City and Cambridgeshire County Council	Baseline indicators	Why is only childhood obesity at year 6 only being used - why is not overweight AND obese at both Reception and year 6 being used?	Updated indicator to include both overweight and obese children at Reception and Year 6
61	Cambridgeshire County Council		What metrics were in the last local LTP? I guess these ones – as it does state "These are based on the indicators in the previous LTP SEAs". Think there are way too many!	Noted. The indicators have been refined.
62	Cambridgeshire County Council		What particular local contextual and other issues are there for transport planning related to health and what are the best metrics for these (alongside the obvious general ones)?	Indicators from the Transport and Health JSNA have now been included in line with other comments to better reflect local context and planning related health issues
63	Cambridgeshire County Council		Overall, I think there are way too many measures listed and I don't know what the rationale is for including many of these. I don't see how all the indicators link to a LTP related area – it would be better if they gave a rationale for measures, or groups of measures, and instead of generally interpreting the data (i.e. in the 'issues identified' column) they interpreted the data in the context of the LTP and its aims. Asking if something is missing is like asking someone to look for a needle in a hay stack!	The environmental indicators have been refined. The indicators are to help support the baseline and context for the LTP area.
64	Cambridgeshire County Council		I think things like overall death rates and things like LE are too remote from the LTP and are too general. It would be better to isolate the core themes and aims of the LTP rather better and to have metrics that related to these where the influence on the LTP is more direct, e.g. road safety, public transport availability and use, active travel use and infrastructure, congestion, pollution and air quality, road and footway condition, noise and other environmental factors, specific transport and health related assessments for growth areas, related health based risk factors like child and adult obesity, etc, etc. Sometimes the broad theme areas cross-over – e.g. economic growth is a driver of health and so have to include in both.	Removed death rates and life expectancy from indicator database
65	Cambridgeshire County Council		Don't know why some very specific indicators are included, e.g. Adults in contact with mental health services in settled accommodation?	Agreed. Removed specific indicators.
66	Cambridgeshire County Council		Should they try to include more asset-based measures – like community transport schemes etc and relate them to healthcare use as we did in the Transport JSNA?	Included community transport scheme data from JNSA.
67	Cambridgeshire County Council		If they do want to use some data – i.e. Census health questions they'd be better to use the age standardised ones we produce in the JSNA CDS But not sure I'd include anyway.	Removed the health census question data.
68	Cambridgeshire County Council		Fraction of mortality attributable to particulate air pollution – agree include this, though not great variation locally (albeit Cambridge City has numerically the highest %).	Added in data for fraction of deaths attributable to particulate matter.
69	Cambridgeshire County Council		Some communities (could be ethnicities, could be geography, could be age related, could be combinations of these) may be disproportionality affected – think this needs to be considered carefully and holistically alongside the main LTP themes.	Impacts on different community groups will be covered in the community impact assessment which has fed into relevant SEA objectives.

Ref	Organisation	Торіс	Comment	Response/ Action
70	Cambridgeshire County Council		There are some typos – I'm not listing them all, e.g. Mortality rates by cause – they have 2015- 2017 and then under top measure on "current trends" same data but period stated as 2013-2015.	Checked that dates match up throughout and undertook another review for spelling and grammar.
71	Cambridgeshire County Council		Obviously stating some old data e.g. 2005-2007 and then stating the latest they find 2015-2017, doesn't constitute a trend – I think they should look at the trend not the difference between some old value and the latest. No problem with setting a baseline, but I don't think this is what they are trying to do here	Removed trend column.
72	Cambridgeshire County Council		We do have local deaths data and so we could break things down into more meaningful areas/groups if we have the data and we can track things going forward a bit sooner than PHE published material	This will be collected and included as part of the Environmental Report Consultation.
73	Cambridgeshire County Council		There is a lot of quoting 'NI' this and that – weren't these from the old national indicator set, which is now defunct? I have no issue with the ethos of including some of these but think we need to try to find the current measures, or approximations, if these exist locally or nationally	National Indicators removed from indicators, excluding those for climate vulnerability.
74	Cambridgeshire County Council		Matt and BI have much newer data on KSI in our constabulary area– and this can be broken down locally (including into residents and non-residents, road user type, type of road, where people live and where the accident occurred etc etc) – there are important local diffs – i.e. casualties in some areas (e.g. Fenland) are much more 'resident' based than in other areas with lots of commuting and major A dual carriageway roads (S Cambs, Hunts etc)., and people in places like Fenland may have to travel further for work and services on relatively riskier roads (single carriageway A roads and rural roads). There are also local reports on accident 'hotspots' (or there used to be). PHI deaths data are for residents wherever the accident occurred. Locally they also like to adjust KSI for traffic throughput and not use the KSI rates in national and PHE stats that use the resident population as the denominator for an area-based numerator. We do have local hospital data A&E for 'RTA' and admissions data where we know quite a bit about the person, their residence, injuries, road user type and outcomes etc	This will be collected and included as part of the Environmental Report Consultation.
75	Cambridgeshire County Council		Hospital data could be linked to air pollution for residents of some more polluted areas but cause and effect far from clear specifically as opposed to evidence base (for the latter see page 11 of air pollution of JSNA).	Noted.
76	Cambridgeshire County Council		There are local collections of data on traffic counts – well there used to be surveys, imagine these are still done. See "Trend in proportion of traffic counts at cordons" on page 28 of active transport part of JSNA	Added indicator
77	Cambridgeshire County Council		Local data from roadside pollution monitoring? See Local data: What do we know about air pollution levels in Cambridgeshire? From JSNA	Additional information added to baseline.
78	Cambridgeshire County Council		Some data you have to watch the interpretation of – e.g. Percentage of residents within 30-minute walk/public transport of nearest town centre – the lowest %s are in the least deprived areas! Don't think that means all is well everywhere else and that this is universally a good thing, as it depends on many, many things! Some, like walking, decrease as affluence increases	Noted. Amended issues identified column.
79	Peterborough City and Cambridgeshire County Council		<ul> <li>Indicators seem quite out of date and lack granularity which averages out some of the local issues.</li> <li>We need an idea if these indicators are:</li> <li>The right indicators</li> <li>At the right spatial level (County V's District – do they highlight inequalities)</li> </ul>	Indicators have been reviewed and refined. Additional data from the JNSA on Transport and Health has been included. The indicators also reflect

Ref	Organisation	Торіс	Comment	Response/ Action
			<ul> <li>The most current data sets</li> <li>Do they add anything to the Environmental Scope?</li> </ul>	those that will be monitored through the LTP.
<ul> <li>Are there any key indicators missing e.g. the PHOF indicator 3.01 - Fraction of mortality attributable to particulate air pollution is not included</li> </ul>				
• Do we have any local data to supplement what is already available?				

Ref	Organisation	Торіс	Comment	Response/ Action
1	Natural England	Project assessments	The Plan 'proposed projects' are clearly at an early stage in development with limited detail currently available. Given this Natural England is unable to offer substantive comments other than to note, and raise some concern, that the SEA identifies the potential for many of the projects to have an adverse impact on numerous designated, including Sites of Special Scientific Interest (SSSIs) and European sites, County Wildlife Sites and on other aspects of the natural environment including priority habitats, local landscape, best and most versatile (BMV) land. This is somewhat at odds with the findings of the Habitats Regulations Assessment Task 1 Screening which predicts that none of the Plan policies and projects will have 'likely significant effect' on European sites. To ensure a robust and evidence-based approach our advice is that key stakeholders should be involved in scheme selection, development of options and project design.	The project assessments have been updated to ensure consistency between the SEA and HRA. As projects are taken forward and further developed key stakeholders will be involved.
2	Natural England	Project assessments	The approach taken to the SEA Report (Mott MacDonald, May 2019) including objectives, environmental baseline review, assessment framework and methodology, mitigation and monitoring appears to generally meet the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (the 'SEA Regulations'). However, the LTP projects, and therefore the assessment of impacts, are currently insufficiently detailed to enable Natural England to offer meaningful comments.	Noted. As projects are developed, detailed environmental assessments will be undertaken as appropriate.
3	Natural England	Key issues and opportunities	We welcome that key issues and opportunities identified in Table 3 recognises the potential for transport schemes to impact on biodiversity through habitat loss, damage, disturbance and fragmentation and also by introducing additional visitors to nature conservation sites and greenspaces that have limited capacity to cope with the additional pressure.	Noted.
4	Natural England		Natural England supports acknowledgment that transport schemes could impact soil quality and geological SSSIs and that loss, disturbance and contamination of agricultural soils should be prevented. Our advice is that the SEA / LTP should recognise the importance of protecting and restoring the East Anglia Fens lowland peat soils for biodiversity, flood management, water quality, carbon storage and climate change, in line with the Defra 25 Year Environment Plan and the emerging England Peat Strategy. A significant proportion of this important natural resource remains in the Cambridge Fens; this should be protected and enhanced in line with the emerging findings of the current lowland peat pilot study and the national Strategy. Natural England will be pleased to provide further details and advice on this.	Included reference to lowland peat within key issues and opportunities (Table 3). Added lowland peat soil resource affected as an indicator under the soil objective in Table 4 and Table 29.
5	Natural England		We welcome potential impacts and opportunities identified in relation to landscape, water, air and climate change.	Noted.
6	Natural England	Indicators	The indicators for impacts to natural environment features identified in Table 4 appear appropriate; however, we advise that a key indicator for impacts to soils should be the area of lowland peat soil resource affected	Added lowland peat soil resource affected as an indicator under the soil objective in Table 4 and Table 29 in the Environmental Report.
7	Natural England	Project assessments	The SEA considers that the LTP is likely to have significant positive social effects from increased accessibility choice and reliability of sustainable transport modes, economic growth, and health benefits through reduced emissions. The Report also identifies the potential for negative impacts to the natural environment including numerous statutorily designated sites. New road and rail transport infrastructure could have positive or negative effects depending on the location of the projects and mitigation measures incorporated into the design; the Report also indicates the potential for positive effects through design and partnership working, including habitat / green	Noted. As projects are developed, detailed environmental assessments will be undertaken as appropriate.

# Table 2: Environmental Report Consultation Log

Ref	Organisation	Торіс	Comment	Response/ Action
			infrastructure creation and enhancement, increased accessibility and connectivity, and facilitation of economic growth. Further detailed assessment will need to be undertaken as project details emerge. Natural England advises that this iterative process should be used to ensure that projects taken forward are capable of avoiding / being designed to avoid adverse impacts to designated sites as far as possible – and if avoidance measures are not possible that appropriate mitigation can be implemented and secured to satisfactorily address adverse impacts. Robust LTP policies should reflect this approach and secure delivery of appropriate mitigation measures and biodiversity net gain	
8	Natural England	Indicators	Biodiversity monitoring indicators in Table 29 are generally welcomed; however, we advise that these should seek to measure achievement of the 'Doubling Nature' target through application of the Defra biodiversity metric and the contribution this has made to buffering and connectivity of Priority Habitat including designated sites. Whilst we would not expect any reduction in the number, area and condition of SSSIs as a result of the LTP we would anticipate the Plan being able to demonstrate delivery of habitat enhancements to buffer, extend and connect these sites, through its ambition to deliver biodiversity net gain / double nature. Soil indicators should measure loss, or ideally protection and enhancement, of the area of lowland fens peat resource.	Added achievement of the doubling nature target and the lowland peat soil resource affected as an indicator in Table 4 and Table 29 in the Environmental Report.
9	Historic England	SEA process	Historic England has published guidance on Strategic Environmental Assessment (SEA), which contains details on baseline information, sustainability issues and objectives, indicators and monitoring.	Noted.
10	Historic England	SEA objectives	The SEA Local Objectives are generally appropriate. We welcome the wording and use of the term "setting" within SEA Local Objectives and questions on page 33, we advise that this wording is used throughout the document.	Included reference to the historic environment setting throughout the Environmental Report.
11	Historic England	Plans, policies and programmes	When considering the relevant policy context it is important to note that local level documents will also useful in setting the appropriate context. Figure 4 could helpfully draw on existing Conservation Area Appraisals and relevant Neighbourhood Plans in across the County. it would be helpful to consider the ability of the emerging Local Transport Plan to deal with the effects of development proposals on unknown heritage assets. For example, how will the plan deal with development proposals in areas with archaeological potential but with no known designated or non-designated heritage assets and does the Plan outline how this situation is to be addressed by prospective applicants or decision makers.	A high-level review of Conservation Area Appraisals and Neighbourhood Plans has been undertaken and included within Figure 4 and Appendix B. However, at this stage the transport projects are insufficiently developed to provide the detail for a meaningful assessment using CAA objectives. As each project is taken forward and further developed, this aspect will be considered in project environmental assessments as appropriate. All scheme development is subject to appropriate, legal / policy requirements with respect to archaeological assets known or unknown) and heritage assets.
12	Historic England	Environmental assessments	It would be helpful to expand the assessment to include consideration of the effects of alterations to hydrological conditions as this could impact upon water dependent heritage assets including organic remains. This is particularly relevant for developments which may affect drainage which could affect soil chemistry resulting in dewatering for example.	At this stage the transport projects are insufficiently developed to provide the detail for a meaningful assessment of the effects of alteration to hydrological conditions on water dependent heritage sites. As each project is taken forward

Ref	Organisation	Торіс	Comment	Response/ Action
				and further developed, this aspect will be considered in project environmental assessments as appropriate.

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# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

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

December 2019

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Cambridgeshire and Peterborough Combined Authority

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

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

December 2019

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Cambridgeshire and Peterborough Combined Authority

# **Issue and Revision Record**

Revision	Date	Originator	Checker	Approver	Description
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В	16.05.19	S Robinson	N Levy	J Hitchcock	Second Issue for Comment
С	13.12.19	S Robinson	N Levy	H Grounds	Third issue following consultation

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#### Information class: Standard

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# **D.** Baseline, Key Issues and Opportunities

# **D.1** Introduction

A summary of the current environment and socio-economics baseline information for the Cambridgeshire and Peterborough LTP area is presented in this section. Maps showing spatial baseline are presented in Appendix E and referenced within this chapter. Specific baseline under identified indicators<sup>1</sup> are presented in Appendix F.

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

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

# D.2 Population, Communities and Human Health

### D.2.1 Population

The population of Cambridgeshire and Peterborough is estimated to be 850,000 with the majority residing in 13 main settlement areas<sup>2</sup>. The settlement types of the region consist of urban areas such as the cities of Peterborough and Cambridge, the market towns of Whittlesey and Wisbech, as well as rural settlements and villages. Of the total population, 37% live in urban areas, 43% in market towns and 20% in rural settlements and villages<sup>3</sup>. The population is expected to increase to over 1 million by 2036 due to the planned housing growth, primarily in Cambridgeshire<sup>4</sup>.

The distribution of age amongst the population is similar to the national UK average where 20% are aged 15 and under, 63% are between 16 and 64, and 17% are over 65<sup>5</sup>. The cities of Cambridge and Peterborough have the youngest populations whereas Fenland, East Cambridgeshire and Huntingdonshire have an older population.

1

<sup>&</sup>lt;sup>1</sup> A range of indicators have been developed as part of the SEA Framework drawing on the indicators used in the previous LTPs to allow comparison of trends

<sup>&</sup>lt;sup>2</sup> Steer, CPCA LTP Evidence Report (2018)

<sup>&</sup>lt;sup>3</sup> ONS, Census 2011

<sup>&</sup>lt;sup>4</sup> Forecast population at 2036 is 1,044,030 - Cambridgeshire County Council Research Group's 2015-based population forecasts

<sup>&</sup>lt;sup>5</sup> Cambridgeshire Insight (ONS figures)

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

#### **D.2.2 Human Health**

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

County, district, or unitary authority	General health very good (%)	General health good (%)	General health fairly good (%)	General health not good (%)	General health very bad (%)
Peterborough	44.3	37.3	13.3	4.0	1.1
Cambridgeshire	49.4	34.7	11.8	3.2	0.9
Cambridge	54.7	32.0	9.7	2.9	0.8
East Cambridgeshire	48.8	35.2	12.1	3.1	0.8
South Cambridgeshire	52.5	33.7	10.6	2.5	0.7
Fenland	39.4	37.8	16.5	4.8	1.4
Huntingdonshire	48.8	35.7	11.6	3.1	0.9
England	47.2	34.2	13.1	4.2	1.2
Courses ONC Com	2011				

### Table 1: Population health by local authoritiesy

Source: ONS - Census 2011

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

### Table 2: Limitations on daily activities, by local authority

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

Source: ONS, Census data 2011

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

Cambridgeshire Insight (ONS figures)

Public Health England, Local Authority Health Profiles (2018)

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

# Figure 1: Health Profile Summary

			England	C&P C&P			Pet	Cambo	Cambs	Cambridgeshire Districts				
Category	Indicator	Period	value	value	recent	Pet value	recent	value	recent	Cambridge	E Cambs	Fenland	Hunts	S Cambs
	Index of Multiple Deprivation Score 2015 (score)	2015	21.8		trend	27.7	trend	13.4	trend	13.8	12.1	25.4	11.8	81
ia.	Children in low income families (%)	2015	16.8	13.5	J.	18.7	J.	11.3	J.	13.0	8.6	18.4	10.5	7.6
cui,	Statutory homelessness (ner 1 000 households)	2017/18	0.8	1.0	1		Ĵ.	0.6	1	1.8	0.6	0.3	- 20.5	0.4
L L	GCSEr Arbiaved E A* C including English & Mather (%)	2015/16	57.8	57.5				61.2		63.3	58.7	52.2	50.2	70.2
8	Violent crime (violence offences per 1 000 nonn)	2013/10	23.7	19.8	*	31.3	*	16.3	<b>A</b>	24.0	10.4	21.8	14.8	11.6
ő	Long term unemployment (ner 1 000 working are nonn)	2017	3.5	11	4	17	J.	1.0	J.	17	0.5	1 3	0.6	0.7
108	Breastfeeding initiation (%)	2016/17	74 5	75.5	÷.	68.8	ý.		-	84.8		65.3	78.3	-
등등을	Obese children (year 6) (prevalence - %)	2017/18	20.1	16.8	÷.	20.7	<b>^</b>	15.1	4	15.4	14.6	20.9	15.1	11.8
you you	Hospital stays for alcohol-specific conditions (under 18s) per 100,00	2015/16 - 17/18	32.9	34.0	-	23.2	-	37.9	-	46.9	18.8	28.5	46.3	39.3
รี	Under 18 conceptions per 1,000 females 15-17	2016	18.8	16.5	4	29.8		12.2	4	11.3*	11.6*	19.6	17.1	3.3*
y eð e	Smoking prevalence in adults (%)	2017	14.9	15.3	-	17.6	-	14.5	-	17.0	15.3	16.3	14.0	11.3
stel aft	Physically active adults (%)	2016/17	66.0	68.9	-	61.1	-	71.1	-	77.1	62.8	60.7	75.1	73.1
A B	Excess weight in adults (%)	2016/17	61.3	60.4	-	62.5	-	59.8	-	50.1	58.6			56.2
	Cancer diagnosed at an early stage (%)	2016	52.6	55.9	<b>→</b>	54.0	→	56.3	<b>→</b>	59.5	59.8	54.6	54.6	56.0
÷	Emergency hospital stays for self-harm (per 100,000 population)	2017/18	185.5	252.9	-	256.7	-	252.5	-	322.6	330.3	263.9	173.7	257.4
l la	Hospital stays for alcohol-related harm (per 100,000 population)	2017/18	632.3	622.7	-	622.3	-	622.9	-		588.6	726.2	542.0	632.8
lo lo	Diabetes diagnoses aged 17+ (%)	2018	78.0	78.9	-	82.7	-	76.3	-		85.1	85.3	80.9	
8	Incidence of TB (per 100,000)	2015 - 17	9.9	8.9			-	5.7	-	11.7	2.3	3.3	4.5	5.6
sase	New sexually transmitted infections (per 100,000 popn 15-64)	2017	793.8	574.0	4	760.9	->	517.0		834.3	339.7	500.8	486.3	369.4
i iii	Hip fractures in people aged 65 and over (per 100,000 population)	2017/18	577.8	551.1	-	625.1	-	532.9	-	527.4	462.4	592.9	558.4	514.7
	Estimated dementia diagnosis rate (aged 65+) (%)	2018	67.5	66.3	-	78.3	-		-	64.6		57.7	68.8	
	Life expectancy at birth (males), years	2015 - 17	79.6	-	1.1		-	81.0	-	80.8	81.4		81.3	82.3
듚동	Life expectancy at birth (females), years	2015 - 17	83.1	-			-	84.3	-	83.5	85.1		84.6	85.4
cate	Infant mortality - deaths under 1 year per 1,000 live births	2015 - 17	3.9	3.6	-	4.3	-	3.3	-	4.6	1.7	3.8	2.6	3.9
a a	Suicide rate (per 100,000)	2015 - 17	9.6	8.7	-	11.7	-	7.8	-	9.0	5.2	10.0	5.8	10.0
ities and	Smoking attributable deaths (per 100,000 aged 35 +)	2015 - 17	262.6	231.7	-	282.8	-	218.8	-	-	-	-	-	-
5 No	Under 75 cardiovascular disease mortality rate (per 100,000 popn)	2015 - 17	72.5	66.2			-	60.7	-	67.5	66.7	82.3	55.6	45.5
ine ta	Under 75 cancer mortality rate (per 100,000 popn)	2015 - 17	134.6	125.2	-	145.7	-	119.9	-	111.9	114.4	145.5	120.1	109.3
cted	Excess winter deaths (index)	Aug 2014 - Jul 2017	21.1	19.2	-	18.7	-	19.3	-	26.8	14.9	20.4	15.5	20.2
sele	Premature (under 75) mortality from all causes (male) - per 100,000	2015 - 17	403.2	359.9	-		-	332.7	-	338.0	322.0	458.4	319.3	271.7
	Premature (under 75) mortality from all causes (female) - per 100,000	2015 - 17	264.1	246.5			-	231.6	-	249.7	218.4		207.6	197.7
Full indicator descri	ptions and definitions are available at https://fingertips.phe.org.uk/profile,	/health-profiles												
	Statistically significantly better than the England average value		Higher than t	he England	alue									
	Statistically similar to the England average value		Lower than th	e England v	alue				• data qual	ity issue				
	Statistically significantly worse than the England average value								'-': not avai	lable or suppres	sed: remove	d due to small	numbers	
	-													
1	Getting worse (number of years on which trend based)	1	Increasing											
<b>→</b>	No significant change (number of years on which trend based)	$\downarrow$	Decreasing											
4	Getting better (number of years on which trend based)													
Public Health Englan	d Haalth Brafiler at https://fingerting.php.org.uk/profile/haalth.profiler													

Source: Cambridgeshire & Peterborough JSNA Core Dataset

# D.2.3 Economy

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

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

<sup>&</sup>lt;sup>8</sup> Steer, CPCA LTP Evidence Report (2018)

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

Visit Britain reported that the number of 'staying visitors' for Cambridge was 519,000 in 2017 which is a 4% increase on 2016. This places Cambridge ninth in the top 20 places for inbound visitors in Britain<sup>9</sup>. They also reported that the wider Cambridgeshire area received 696,000 staying visitors in 2017 with a total expenditure of £266.6m.

Cambridgeshire is one of the 20% least deprived counties/unitary authorities in England while Peterborough is one of the 20% most deprived, and approximately 11% and 19% of children live in low income families respectively<sup>10</sup>. The gross disposable household income (GDHI) was highest in Cambridge in 2016 at £24,472 per head and lowest in Peterborough at £16,563.

The Index of Multiple Deprivation (2015) for the Lower Layer Super Output Areas (LSOAs) within the region are shown on Map E.8 in Appendix E. The most deprived areas are predominately in Peterborough and Fenland which are the first and second most deprived on average out of the six local authorities within the Cambridgeshire and Peterborough area. In Peterborough and Fenland 17.6% and 18.5% of households fall below 60% of the median income (before housing costs)<sup>11</sup>. Hotspots of deprivation in Peterborough and Fenland are around Wisbech, March and Peterborough city centre. South Cambridgeshire is the least deprived out of the six local authority areas on average followed by Huntingdon, East Cambridgeshire and Cambridge<sup>12</sup>.

Unemployment is varied with the unemployment rate in Cambridgeshire 1.5% below the UK average whereas Peterborough is 0.6% above the UK average<sup>13</sup>. South Cambridgeshire has the lowest unemployment rate followed by Huntingdonshire, Cambridge and East Cambridgeshire. Fenland has the highest unemployment amongst all the local authorities in the Cambridgeshire and Peterborough area.

The cost of housing across the Cambridgeshire and Peterborough area is high, however there are significant differences in the areas within the region. The ratio of median house prices to median gross workplace earnings has risen materially in all districts since 1999. It is a particular issue in South Cambridgeshire where house prices have increased to 59% above the UK average and in Cambridge where they are 87% above the average<sup>14</sup>.

# D.3 Biodiversity, Flora and Fauna

# D.3.1 Designated Sites

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

<sup>&</sup>lt;sup>9</sup> Visit Britain, Inbound Nation, Region and County Data (2018)

<sup>&</sup>lt;sup>10</sup> Public Health England, Local Authority Health Profiles (2018)

<sup>&</sup>lt;sup>11</sup> ONS, Households in Poverty for MSOA, England and Wales 2013/2014

<sup>&</sup>lt;sup>12</sup> Index of Multiple Deprivation 2015

<sup>&</sup>lt;sup>13</sup> ONS, Employment and Labour market

<sup>&</sup>lt;sup>14</sup> ONS, Ratio of house price to workplace-based earnings, 1997-2017

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

#### Table 3: Ecological sites in Cambridgeshire and Peterborough

Source: MAGIC

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

### D.3.2 Priority Areas

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

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

# D.3.3 Flora and Fauna

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

# **D.4** Historic Environment

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

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

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

# Table 4: Listed buildings, scheduled monuments and conservation areas inCambirdgeshire and Peterborough

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

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

# D.5 Landscape and Visual

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

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

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

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

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

Region	LCA
Cambridge	<ul> <li>Buildings and Historic Core</li> <li>Green Fingers and Corridors</li> <li>Watercourses and bodies</li> <li>Open Green Spaces within the City</li> <li>Setting and Views of the City Skyline</li> <li>Separation</li> </ul>
East Cambridge	Information not available
Fenland	<ul> <li>The Fens</li> <li>Wisbech Settled Fen</li> <li>Chatteris Clay Island</li> <li>March Clay Island</li> <li>Whittlesey Island</li> </ul>
Huntingdonshire	<ul> <li>The Fens</li> <li>Fen Margin</li> <li>Central Claylands</li> <li>Ouse Valley</li> <li>South east Claylands</li> <li>Northern Wolds</li> <li>Grafham Water</li> <li>Southern Wolds</li> <li>Nene Valle</li> </ul>
South Cambridgeshire	Information not available
Peterborough	<ul> <li>Nene Valley</li> <li>Nassaburgh Limestone Plateau</li> <li>Welland Valley</li> <li>Peterborough Fens</li> <li>Peterborough Fen Fringe</li> <li>South Peterborough Claylands</li> </ul>

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

# D.6 Soil

### D.6.1 Geology and Soils

The geology of the Cambridgeshire and Peterborough area is made up of sedimentary bedrock formed in shallow seas with mainly siliciclastic sediments (comprising fragments or clasts of silicate minerals) deposited as mud, silt, sand and gravel from the Jurassic and Cretaceous period<sup>16</sup>. Superficial deposits of predominately peat, sand and gravel, clay, silt and sand, and glacial till overlay the bedrock. As a result, the soils are rich in nutrients, which explains the rural and agricultural landscape that dominates the region. There are ten geological SSSI situated within Cambridgeshire and one within Peterborough which have been designated due to their geological value.

Agricultural land is classified on a scale of 1 to 5 where 1 is the highest quality and 5 is the lowest. The provisional agricultural land classification of the region predominately consists of Grade 2 and Grade 3 with pockets of urban and non-agricultural land as shown on Map E.5 in Appendix E. However, 50% of the UK's Grade 1 agricultural land is found within the Fens, making it an important area for the agricultural industry<sup>17</sup>.

### D.6.2 Contaminated Land and Pollution Incidents

Since 2001, there has been two major land pollution incidents which occurred in Fenland in 2018 and Peterborough in 2003<sup>18</sup>. There have been 50 significant and 37 minor land pollution incidents across the Cambridgeshire and Peterborough area since 2001.

There are 12 landfill sites across the Cambridgeshire and Peterborough area, including Thornhaugh Quarry and Dogsthorpe Landfill within Peterborough, Buckden and Somersham in Huntingdon and Ely Road in Cambridge<sup>19</sup>. The remaining are located across the region and include Eye Landfill, Barrington Works, Buckden, Milton, Harch, Grunty Fen, Kennett and Godmanchester.

### D.7 Water

### D.7.1 Flood Risk

Flood risk is a significant concern across the Cambridgeshire and Peterborough region. Without flood defences, 34.5% of the Cambridgeshire and Peterborough area is at high risk of flooding. Over 50% of the land in Cambridgeshire is below mean sea level and therefore reliant on pumped drainage<sup>20</sup>. The northern area of Cambridgeshire, known as 'The Fens', is an artificially drained area and is the lowest lying area of the land in Cambridgeshire. Holme Fen is the lowest point in the UK and is approximately 2.75m below sea level.

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

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<sup>&</sup>lt;sup>16</sup> British Geological Society, Geology of Britain viewer

<sup>&</sup>lt;sup>17</sup> Cambridgeshire and Peterborough Independent Economic Review (2018)

<sup>&</sup>lt;sup>18</sup> DEFRA, Environmental Pollution

<sup>&</sup>lt;sup>19</sup> Environment Agency

<sup>&</sup>lt;sup>20</sup> Cambridgeshire County Council, Flood Risk Strategy (2015)

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

Cambridgeshire is also susceptible to flood risk from groundwater sources. The British Geological Society mapping identified that around 26% of the land in Cambridgeshire is at very high or high risk of groundwater flooding<sup>21</sup>. The Environment Agency identifies that 23,100 homes in Cambridgeshire are at risk of surface water flooding in a rainfall event with a 1 in 200 chance of occurring in any year. There have been six large scale flood events recorded in Cambridgeshire in recent years which resulted from a combination of sources (rivers, surface water, sewers): March 1947; September 1968; May 1978; Easter 1998; October 2001; Summer 2012; and July 2015.

Peterborough is at risk from flooding from a variety of sources where the highest risks are main river, the larger combined tidal and river events, and flooding from combined sewers<sup>22</sup>. Surface water and groundwater still present a risk within localised areas.

# D.7.2 Water Quality

There are four groundwater Source Protection Zones (SPZs) within the Cambridgeshire and Peterborough area, all of which fall within South Cambridgeshire<sup>23</sup>. There are also a number of surface water SPZs which cross over into the region, these include the River Nene, River Great Ouse, River Stour and Abberton.

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

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

#### Table 6: Ecological and chemical 2015 classification for surface waters

Source: Anglian RBMP (2015)

# Table 7: Chemical and quantitative 2015 classification for groundwaters

	Quantita	tive Status	Qualitative Status		
Number of water bodies	Poor	Good	Poor	Good	
31	16	15	15	16	

Source: Anglian RBMP (2015)

<sup>&</sup>lt;sup>21</sup> Cambridgeshire County Council, Flood Risk Strategy (2015)

<sup>&</sup>lt;sup>22</sup> Peterborough City Council, Flood Risk Strategy (2015)

<sup>23</sup> MAGIC

<sup>&</sup>lt;sup>24</sup> Environment Agency, Anglian River Basin District: River basin management plan (2015)

### D.8 Air

# D.8.1 Air Quality

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

# Table 8: AQMAs in the Cambridgeshire and Peterborough area

Local Authority	AQMA Name	Pollutant	Description
Peterborough	Peterborough AQMA	Sulphur dioxide (SO <sub>2)</sub>	Two rural areas near Flag Fen, to the east of Peterborough between the City and Whittlesey. Declared due to emissions from the brickworks outside the Local Authority area at Whittlesey
Cambridge	Cambridge AQMA	Nitrogen dioxide (NO2)	An area encompassing the inner ring road and all the land within it (including a buffer zone around the ring road and its junctions with main feeder roads).
South Cambridge	A14 Corridor AQMA	NO2 Particulate Matter (PM <sub>10</sub> )	An area along the A14 between Bar Hill and Milton. Note, although $PM_{10}$ is also a relevant pollutant within this AQMA and was included in 2008, the modelled $PM_{10}$ boundary is smaller and inside the NO <sub>2</sub> boundary, so the NO <sub>2</sub> boundary is the adopted one.
Fenland	Wisbech AQMA No.1	SO <sub>2</sub>	An area in central Wisbech surrounding the HL Food site.
	Wisbech AQMA No.2	PM10	An area in central Wisbech surrounding the HL Food site
	Wisbech No.3	NO <sub>2</sub>	An area extending along the B198 Lynn Road between Freedom Bridge Roundabout and Mount Pleasant Road and along the A1101, from Sandylands, along Churchill Road to just past Westmead Avenue.
	Whittlesey AQMA No.1	SO <sub>2</sub>	An area along roads and cycle routes to the west and northwest of Whittlesey brickworks and an area covering roads, footpaths, dwellings, schools and public open spaces to the east of Whittlesey brickworks.
Huntingdonshire	Huntingdon AQMA	NO <sub>2</sub>	An area encompassing the southern part of the town centre, bounded largely by the A141 to the west, A14 to the south and the river to the east. This AQMA boundary is slightly extended on A141 and Hartford Road
	St Neots AQMA	NO <sub>2</sub>	An area encompassing the junction of the High Street, St Neots, with New Street and South Street. This AQMA boundary is extended further on New Street, High Street and St Neot
	Brampton AQMA	NO <sub>2</sub>	An area encompassing properties at Wood View, Nursery Cottages, Thrapston Road, Bliss Close and Flamsteed Drive close to the A14 in Brampton and Hinchingbrooke. The AQMA is slightly extended
	Hemingford to Fenstanton (A14) AQMA	NO <sub>2</sub>	An area encompassing a number of properties either side of the A14 between Hemingford and Fenstanton.

Source: DEFRA

Most annual averages of air pollution within Cambridgeshire are not over air quality thresholds. However, there are hot spots in Cambridgeshire caused by traffic-related pollution, especially in busy urban areas and around arterial and trunk roads such as the A14<sup>25</sup>. The Air Quality Joint Needs Strategic Assessment (JNSA) also highlighted there are seasonal variances in air pollution with N<sub>2</sub>O levels higher in winter months which may result in a season health effect. Small particulates from traffic also contribute to indoor air pollution, where people receive most of their exposure to air pollution.

In 2017, 5.4% of deaths were attributable to particulate air pollution (PM2.5) in Cambridgeshire and 5.3% in Peterborough. The highest fraction of deaths occurred in Cambridge at 5.6% and the lowest in Fenland at 5.1%<sup>26</sup>.

# D.9 Climatic Factors

# D.9.1 Current Trends in the UK

Observations show that the UK climate is continuing to warm. The average temperature is 0.3°C higher in the most recent 10 years (2008-2017) compared to the average of 1981-2010 and 0.8°C warmer than the 1961-1990 average<sup>27</sup>. Nine of the 10 warmest years in the UK have occurred since 2002.

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

# D.9.2 Projected Changes

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

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

<b>Climatic Condition</b>	Climate Projections
Temperature	Annual mean temperature is projected to increase by 1.8°C. Mean winter temperatures are projected to increase by 1.7°C and summer temperatures by 2.3°C. Extreme temperatures are also projected with 2.5°C increase on the hottest day.
Precipitation	Annual mean precipitation is projected to decrease by 2%. Seasonal variability is projected with a 9% increase in winter precipitation and a 19% decrease in summer.
Courses LIKCD10 using the	control probability actimate for a DCD9 E conneria

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

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

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

<sup>&</sup>lt;sup>25</sup> Cambridgeshire JNSA, Transport and Air Pollution (2015)

<sup>&</sup>lt;sup>26</sup> Public Health England, Public Health Profiles

<sup>&</sup>lt;sup>27</sup> Met Office, State of the UK Climate in 2017
period of 1981-2001, the central estimate (50<sup>th</sup> percentile) and the RCP8.5 scenario has also been used.

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

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

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

#### D.9.3 Climate Change and Flood Risk

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

#### D.9.4 Greenhouse Gas Emissions

Carbon dioxide (CO<sub>2</sub>) emissions in the Cambridgeshire and Peterborough area were 5,634 kilotonnes equivalent (ktCO<sub>2</sub>e) in 2016<sup>28</sup>. The average CO<sub>2</sub> emissions per capita in Cambridgeshire in 2016 (7.1 tonnes of CO<sub>2</sub> equivalent (tCO<sub>2</sub>e)) were higher than in Peterborough (5.2 tCO<sub>2</sub>e) as well as regional and national averages (5.4 and 5.3 tCO<sub>2</sub>e respectively).

Road transport accounts for the highest proportion of emissions in Cambridge and Peterborough followed by industry and commercial, and then domestic emissions. Huntingdonshire, South Cambridgeshire, East Cambridgeshire and Peterborough all have transport CO<sub>2</sub> emissions per capita which are higher than the UK average. There has been a decrease in transport related emissions per capita across the Cambridgeshire and Peterborough area between 2005 and 2015. However, this is variable amongst the cities and the rural areas due to higher car ownership and usage in the latter.

#### **D.10 Material Assets**

#### D.10.1 Transport

#### D.10.1.1 Overview

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

<sup>&</sup>lt;sup>28</sup> DEFRA, 2005 to 2016 UK and regional CO2 emissions



#### **Figure 2: Transport Routes**

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

Private car dominates as the most popular mode of transport across the region with 40.1% and 41.4% of people travelling to work by driving a car or van in Cambridgeshire and Peterborough respectively<sup>29</sup>. However, this is varied across the region with as high as 46% in East Cambridgeshire and as low as 19% in Cambridge.

Between 2009 and 2017, 4.15 million cars were licensed in the Cambridgeshire and Peterborough region of which 1.73 million were diesel cars<sup>30</sup>. At the end of 2017 there were 1,716 plug-in cars, LGVs and quadricycles licensed in Cambridgeshire since the last quarter of 2011 and 8,882 in Peterborough, both of which equate to 9% of the total in licensed in England during the same period<sup>31</sup>. Between the last quarter of 2011 and the end of 2017, 1,868 ultra-low emission vehicles have been licensed in Cambridgeshire and 9,699 in Peterborough<sup>32</sup>.

The primary reasons for travel include commuting for work, education, leisure and health. There are approximately 70,000 people commuting into the Cambridgeshire and Peterborough area for work and around 60,000 Cambridgeshire and Peterborough residents commute outside the area<sup>33</sup>. The labour market in Cambridge is occupied by 40% of people living within the city

<sup>&</sup>lt;sup>29</sup> ONS, Method of travel to work (Census 2011)

<sup>&</sup>lt;sup>30</sup> Department for Transport, Licenced Vehicle Statistics (2017)

<sup>&</sup>lt;sup>31</sup> Department for Transport, Licensed Plug-in Cars, LGVs and quadricycles (2018)

<sup>&</sup>lt;sup>32</sup> Department for Transport, Ultra-low Emission Vehicle Statistics (2018)

<sup>&</sup>lt;sup>33</sup> 69,756 in-commuters and 57,108 out-commuters (Census 2011)

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

Within the East of England, 12% of all trips are for travel to schools, colleges and universities. Although trips are likely to be local, especially for primary education, they are also likely to be over significant distances due to the rural setting of much of the Cambridgeshire and Peterborough area<sup>35</sup>. Travelling for leisure accounts for around 40% of all trips in the East of England. Cambridge and Peterborough are hubs for shopping, attracting people from across the region. There are also tourist hotspots in Cambridge and Ely and rural areas such as Fenland attract visitors for the natural landscape, wildlife and nature reserves.

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

#### D.10.1.2 Public Transport

#### Rail

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

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

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

<sup>&</sup>lt;sup>34</sup> ONS, Location of where people live when working and place of work (Census 2011)

<sup>&</sup>lt;sup>35</sup> Department for Transport, National Travel Survey 2016/2017

<sup>&</sup>lt;sup>36</sup> Office for Rail and Road, Public Performance Measure Statistics, 2018/2019

<sup>&</sup>lt;sup>37</sup> Office for Rail and Road, Rail Fares Index

million passengers respectively between 1997/8 and 2016/17<sup>38</sup>. This increase in usage has placed pressure on the capacity of services, particularly on popular routes at peak times.

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

#### Bus

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

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

In Cambridge and Peterborough, Department for Transport (DfT) Bus Statistics show that 73% and 79% of bus services operate on time and the affordability of buses fares has decreased. Since 2005, bus fares are now 66% higher on average nationally<sup>40</sup>. The statistics also highlight that the usage of bus services has decreased by 12% in Cambridgeshire (22.7 to 22 million trips) and 9% within Peterborough (11.0 to 10.1 million trips) between 2009/10 and 2016/17.

#### Air

The key airport for the Cambridgeshire and Peterborough area and the East of England is Stansted Airport, providing a gateway to international destinations. It is the third busiest airport in the wider London region, serving approximately 18 million passengers per year and is well connected to Cambridgeshire and Peterborough by the M11 and A14<sup>41</sup>. The airport offers several car parking options, a 24-hour bus service to Cambridge and an hourly rail service connecting the airport to Cambridge, Ely and Peterborough.

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

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

<sup>&</sup>lt;sup>38</sup> Office for Rail and Road, Station Usage Estimates

<sup>&</sup>lt;sup>39</sup> Department for Transport, Bus statistics

<sup>&</sup>lt;sup>40</sup> Department for Transport, Bus statistics

<sup>41</sup> Stansted Airport LTD

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

#### **Community Transport**

The definition of community transport is broad, it is often provided by voluntary and community sector organisations with both voluntary and paid staff. It can take form in the shape of taxi-card schemes which discount taxi services, Dial-A-Ride services and car sharing or pooling schemes. Statistics for the usage of community transport across the region is not available. However, it has expanded in recent years due to a number of reasons which include public transport cutbacks, reduced commitments by the Health service to provide non-emergency transport, and an increased recognition of community transport as well as changing demographics<sup>42</sup>.

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

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

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

#### Accessibility

Overall, accessibility to key amenities by public transport in the Cambridgeshire and Peterborough area is generally good, although it does vary by local authority and tends to be better in the cities of Cambridge and Peterborough compared to the rural areas. Within Cambridge and Peterborough 98% and 87% of residents are within 30 minutes of walking or public transport access of a town centre, this falls to just 22% of residents of South Cambridgeshire<sup>43</sup>. For education, 88% and 95% of residents in Cambridge and Peterborough respectively are within 15 minutes of walking or public transport from a local primary school. In

<sup>&</sup>lt;sup>42</sup> JNSA, Access to Transport (2015)

<sup>&</sup>lt;sup>43</sup> Department for Transport, Journey Time Statistics

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

As identified in the Access to Transport JNSA (2015), the proportions of those with a limiting activity long-term illness and do not have access to a car/van within their household varies throughout the region and by population group (children, working age adults and older people). For the older population, there are small pockets dispersed across the Cambridgeshire region where they do no not have access to a car/van and have a long-term illness. In Cambridge, the proportion is highest, however overall car and van ownership is relatively low.

#### D.10.1.3 Road Network

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

The A14 is a nationally and internationally important route for Heavy Commercial Vehicles (HCVs) used for freight movements to and from the UK. The A47 also runs from the east to the west and the A11 and M11 from the north to the south, all of which are important freight routes through the region. There has been significant growth in Heavy Goods Vehicles (HGVs) in Cambridgeshire with trunk 'A' roads almost three times the national average and on non-trunk main roads it is 76% above the national average<sup>44</sup>.

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

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

In terms of road safety in the Cambridgeshire and Peterborough area, there were 39 fatal road incidents in Cambridgeshire in 2016, 38 of which occurred on rural roads<sup>45</sup>. In Peterborough, six fatal incidents occurred in the same time period with five occurring on rural roads.

#### D.10.1.4 Active Travel

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

<sup>&</sup>lt;sup>44</sup> Cambridgeshire County Council, HGVs Policy

<sup>&</sup>lt;sup>45</sup> Department for Transport, Road accidents and Safety Statistics

reduce the obesity, cardiovascular diseases, type 2 diabetes and some cancers<sup>46</sup>. There are also indirect benefits for health as active travel can help to improve air quality where it is used in place of private car.

In Cambridgeshire and Peterborough, 44% of people make journeys three times a week by walking and 14% of people cycle at least three times per week<sup>47</sup>. However, walking and cycling levels as a method of transport are varied across Cambridgeshire and Peterborough. Cambridge has the highest proportion of people travelling to work by bicycle across the whole of England at 18%. The other areas in the Cambridgeshire and Peterborough area all fall below 10% for bicycle travel<sup>48</sup>. The Cambridgeshire Transport and Health JNSA for Active Travel<sup>49</sup> identified that walking is more common in the market towns.

#### D.10.1.5 Cycling Network

Due to the relatively flat landscape and the multiple regional and national cycle routes, cycling is an attractive way to travel both for work and leisure across the Cambridgeshire and Peterborough area. Cycling rates across the region are higher than the national average, excluding those in Fenland<sup>50</sup>.

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

#### D.10.2 Housing

The Cambridgeshire and Peterborough Devolution Deal has enabled £170m investment to fund extra affordable rented housing and shared ownership, including council housing in Cambridge<sup>51</sup>. The respective Local Plans outline plans for the delivery of new homes across the planning period, these are as follows:

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

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

Cambridge and Peterborough are both in the top ten cities nationally for housing growth<sup>52</sup>. However, latest figures indicate planning permissions for 28,507 new homes in Cambridgeshire but only 3,236 (11%) under construction; while for Peterborough there were over 8,188 permitted new homes where construction had not started<sup>53</sup>.

<sup>&</sup>lt;sup>46</sup> Department of Health, On the State of Public Health: Annual Report of the Chief Medical Officer England (2009)

<sup>&</sup>lt;sup>47</sup> Department for Transport, Cycling and Walking Statistics

<sup>&</sup>lt;sup>48</sup> ONS, Method of Travel to Work (Census, 2011)

<sup>&</sup>lt;sup>49</sup> Cambridgeshire Transport and Health JNSA for Active Travel

<sup>&</sup>lt;sup>50</sup> Department for Transport, Walking and Cycling Statistics

<sup>&</sup>lt;sup>51</sup> CPCA, Strategic Spatial Framework (Non-Statutory)

<sup>&</sup>lt;sup>52</sup> CPCA, Strategic Spatial Framework (Non-Statutory)

<sup>&</sup>lt;sup>53</sup> Annual Monitoring Report 2017, Peterborough City Council



Figure 3: Strategic Development Sites

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

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# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix E - Baseline Maps

December 2019

Cambridgeshire and Peterborough Combined Local Authority

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Cambridgeshire and Peterborough Combined Local Authority

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix E - Baseline Maps

December 2019

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Cambridgeshire and Peterborough Combined Local Authority

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В	16.05.19	S Robinson	N Levy	J Hitchcock	Second Issue for Comment
С	13.12.19	S Robinson	N Levy	H Grounds	Third issue following consultation

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The following maps provide spatial baseline data to support the baseline review in Appendix D.

### E.1 Designated Sites



#### E.2 Listed Buildings



Mott MacDonald | Cambridgeshire and Peterborough Combined Authority Local Transport Plan SEA - Environmental Report Appendix E - Baseline Maps

### E.3 Heritage Assets



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#### E.4 National Character Areas



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#### E.6 Rivers and Flood Risk



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### E.7 Main River Catchments



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# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix F - Environmental Indicators

December 2019

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Cambridgeshire and Peterborough Combined Local Authority

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix F - Environmental Indicators

December 2019

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Cambridgeshire and Peterborough Combined Local Authority

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### Contents

F. Baseline Indicators

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# **F. Baseline Indicators**

Table 1 presents the baseline indicators to support the baseline review and key issues and opportunities. Where relevant, indicators will be selected for the monitoring framework to monitor the implementation of the LTP.

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
Population, Communities and Hu	ıman Health			
Improve the health of the population and reduce health inequalities between areas and groups	Mortality rates by cause	Cambridgeshire (2015-2017) under 75 mortality rates: • All causes – 282 per 100,000 • Cardiovascular diseases – 60.7 per 100,000 • Respiratory diseases – 27.1 per 100,000 • Cancer – 119.9 per 100,000 Peterborough (2015-2017) under 75 mortality rates: • All causes – 382 per 100,000 • Cardiovascular diseases – 87.07 per 100,000 • Respiratory diseases – 41.1 per 100,000 • Cancer – 145.7 per 100,000	Cardiovascular is the second highest cause of death in both Cambridgeshire and Peterborough after cancer. Deaths from cardiovascular diseases have a particularly strong relationship nationally with socio-economic deprivation. Mortality rates for all causes, cardiovascular diseases and respiratory in Cambridgeshire are better than England and the East of England. However, mortality rate for the above causes in Peterborough is worse than both England and East of England rates.	Public Health England, National Public Health Profile
	Life expectancy rates (at birth)	Cambridgeshire (2014-16): • Male – 81 - Cambridge – 80.6 - East Cambridgeshire – 81.6 - South Cambridgeshire – 82.3 - Fenland – 78.4 - Huntingdonshire – 81.3 • Female – 84.3 - Cambridge – 84.1 - East Cambridgeshire – 84.6 - South Cambridgeshire – 85.2 - Fenland – 82.3 - Huntingdonshire – 84.8 Peterborough (2014-16) • Male – 78.6 • Female – 82.2	Life expectancy rates are better in Cambridgeshire than in Peterborough. Within Cambridgeshire, South Cambridgeshire has the highest life expectancy whereas Fenland has the worst. Life expectancy has improved since 2005-07. There is an association, at district-level, between higher levels of deprivation and lower life expectancy.	Public Health England, National Public Health Profile
	Journey time to nearest key service by public transport/walk (primary and secondary schools, GPs and hospitals)	Cambridgeshire (2016) • Primary school – 11 minutes • Secondary school – 24 minutes • GP – 14 minutes • Hospitals – 59 minutes Peterborough (2016) • Primary school – 9 minutes • Secondary school – 19 minutes • GP – 11 minutes • Hospitals – 44 minutes	The journey times for Cambridgeshire is higher than for Peterborough, however this is likely attributable to the rural setting of Cambridgeshire.	Department for Transport, Journey Time Statistics
	Percentage of people with a limiting long-term health problem or illness	Percentage of population (2011)  Cambridgeshire – 15.3%  Cambridge – 13%  East Cambridgeshire – 15.4%  South Cambridgeshire – 13.9%  Fenland – 21%  Huntingdonshire – 14.9%  Peterborough – 16.7%	The percentage of the population with a long-term health problem or disability is lower than the average for England.	Public Health England, Public Health Profiles
	Physically active adults*	Percentage of population (2016/17)  Cambridgeshire – 71.1% Cambridge – 77.1% East Cambridge – 62.8% Fenland – 60.7% Huntingdonshire – 75.1% South Cambridgeshire – 73.1% Peterborough – 61.1%	On average, Cambridgeshire is above the national average (66%) with Cambridge being the most physically active. However, Fenland and Peterborough are below the national average.	Public Health England, Public Health Profiles Cambridgeshire LTP3 SEA, Atkins (2013)

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
	Prevalence of overweight and obese children at Year 6*	<ul> <li>Percentage of population (2017/18)</li> <li>Year 6: Prevalence of Overweight</li> <li>Cambridgeshire – 13.3%</li> <li>Peterborough – 12.1%</li> <li>Year 6: Prevalence of Obesity (including severe obesity)</li> <li>Cambridgeshire – 15.1%</li> <li>Peterborough – 20.7%</li> </ul>	The prevalence of overweight children at Year 6 is similar between Cambridgeshire and Peterborough, however it is higher in Cambridgeshire. However, obesity at Year 6 (including severe obesity) is more prevalent in Peterborough by approximately 5%.	Public Health England, Public Health Profiles
	Prevalence of overweight and obese children at Reception*	<ul> <li>Percentage of population (2017/18)</li> <li>Reception: Prevalence of Overweight</li> <li>Cambridgeshire – 11%</li> <li>Peterborough – 12.2%</li> <li>Reception: Prevalence of Obesity (including severe obesity)</li> <li>Cambridgeshire – 6.5%</li> <li>Peterborough – 8.7%</li> </ul>	The prevalence of overweight children at Reception is similar between Cambridgeshire and Peterborough, however it is higher in Peterborough. However, obesity (including severe obesity) at Reception is more prevalent in Peterborough by approximately 2%.	Public Health England, Public Health Profiles
	Percentage of adults who feel safe walking alone after dark	East of England (2015/16) • Men – 87.8% • Women – 61.3%	Men feel safer walking alone at night than women. The percentage of males and females who feel safe walking alone at night is similar to the national average (87.7% and 61.4% respectively). The percentage of residents who feel fairly safe or very safe outside after dark increased between 2003-04 and 2006-07.	ONS, Measuring National Well-being (2018) Cambridgeshire LTP3 SEA, Atkins (2013)
	Open space per 1,000	<ul> <li>2011: Cambridge – 743.59ha (6.2ha per 1,000 population)</li> <li>2012/13: East Cambridgeshire – 135ha (1.6ha 1,000 population)</li> <li>2006: Fenland – 192ha (2.1ha per 1,000 population)</li> <li>2006: Huntingdon – 1.7ha per 1,000 population</li> <li>2013: South Cambridgeshire – 217.6ha (0.6ha per 1,000 population)</li> <li>Peterborough – not available</li> </ul>		CCC, Open Space and Recreation Strategy (October 2011) South Cambridgeshire, Recreation and Open Space Study (2013) Fenland, Open Space Site Specific Issues and Options Paper (2006) Huntingdonshire, Open Space, Sport and Recreation Needs Assessment and Audit (2006) East Cambridgeshire District Council, Play and Open Space Audit (2013)
	Percentage of the population who cycle at least three times per week*	<ul><li>2016/17</li><li>Cambridgeshire and Peterborough - 14%</li></ul>	The number of people walking at least three times per week has increased, although only by 1%, since 2015/16.	Department for Transport, proportion of adults that cycle, by frequency, purpose and local authority, England, 2016-2017, Table CW0302
Percentage of the population who make journeys by walking at least three times per week* 2016/17 • Cambridgeshire and P	2016/17 <ul> <li>Cambridgeshire and Peterborough – 44%</li> </ul>	The percentage of the population who make journeys by walking has increased since 2015/16. This is highest in Cambridgeshire at 50% compared to being the lowest in Fenland at 35%.	Department for Transport, proportion of adults that cycle, by frequency, purpose and local authority, England, 2016-2017, Table CW0303	
	Community transport – district car schemes reason for travel*	<ul> <li>2013/14</li> <li>Cambridgeshire <ul> <li>Social Journeys – 47%</li> <li>Medical Journeys – 32%</li> <li>Hospital Appointments – 20%</li> <li>Hospital Visits – 1%</li> </ul> </li> <li>Peterborough – no data available</li> </ul>	Over 53% of journeys of the community car scheme was for health appointments. This includes travel to GPs, or precipitations and for hospitals.	Cambridgeshire Transport and Health JNSA, Access to Transport (2015)
	Fraction of mortality attributable to particulate air pollution (PM2.5)*	<ul> <li>2017</li> <li>Cambridgeshire - 5.4% <ul> <li>Cambridge - 5.6%</li> <li>East Cambridgeshire - 5.2%</li> <li>Fenland - 5.1%</li> <li>Huntingdonshire - 5.4%</li> <li>South Cambridgeshire - 5.4%</li> </ul> </li> <li>Peterborough - 5.3%</li> </ul>	Cambridge has the highest fraction of mortality attributable to particulate air pollution whereas Fenland has the lowest. Both Cambridgeshire and Peterborough are above the average for England which is 5.1%.	Public Health England, Public Health Profiles

SEA Objective	ve Indicator Quantified Data for the CPCA region Issues Identified		Source	
Improve the health and safety of the transport network, reducing the number of accidents and other incidents	Total road traffic accidents by severity	Cambridgeshire (2017) • Fatal - 41 • Seriously injured - 334 • Slightly injured - 1,667 Peterborough (2017) • Fatal - 7 • Seriously injured - 102 • Slightly injured - 640	<ul> <li>Fatal accidents and accidents where people were seriously injured increased in both Cambridgeshire and Peterborough between 2014 and 2017. Accidents where those involved were slightly injured decreased in Cambridgeshire but increased in Peterborough.</li> </ul>	Department for Transport, Reported casualties by severity, by local authority area
	Total local road traffic accidents*	2018 • Cambridge - 260 • East Cambridgeshire - 130 • Fenland - 190 • Huntingdonshire - 300 • South Cambridgeshire - 311 • Peterborough - 451	The total number of road traffic accidents is highest in South Cambridgeshire and lowest in East Cambridgeshire. The total road traffic accidents have decreased by 12% since 2013 across all the regions, however it decreased most significantly between 2017 and 2018 by 10%.	Cambridgeshire Insight, Cambridgeshire Road Traffic Collision Counts
	Total reported road accidents involving cyclists or pedestrians*	Cambridgeshire (2017) • Pedestrian - 155 • Cyclist - 316 Peterborough (2017) • Pedestrian - 89 • Cyclist - 84	Accidents involving pedestrians has increased in both Cambridgeshire and Peterborough between 2014 and 2017. However, accidents involving cyclists has decreased in both.	Department for Transport, Reported casualties by region, local authority and road user type
	Total crime rate per 1000 population	Cambridgeshire and Peterborough (2018) • Cambridge – 115.71 • East Cambridgeshire – 39.87 • Fenland – 70.25 • Huntingdonshire – 55.81 • South Cambridgeshire – 48.53 • Peterborough – 112.66	Cambridge and Peterborough are both higher than the average for the Cambridgeshire (including Peterborough) Police force.	Cambridge Insight, Cambridgeshire and Peterborough Crime and Community Safety Overview Report Cambridgeshire LTP3 SEA, Atkins (2013)
	Vehicle crime	<ul> <li>Cambridgeshire and Peterborough (October 2017 – November 2018):</li> <li>5,861 vehicle crime counts</li> <li>6.9 per 1000 population</li> </ul>	The vehicle crime decreased in the most recent figures compared to 2017 (Jan-Dec), however it has increased since the 2016 reporting period. The vehicle crime rate per 1000 population for the CPCA region is lower than the East of England and the national UK rate (7.13 and 7.85 per 1000 population respectively. Crime and fear of crime within the transport network act as barriers to encouraging the use of public transport and walking and cycling.	Cambridge Insight, Cambridgeshire and Peterborough Crime and Community Safety Overview Report Cambridgeshire LTP3 SEA, Atkins (2013)
	Vehicle theft	Cambridgeshire and Peterborough (2017/18) <ul> <li>965 cars stolen</li> </ul>	Approximately 50% increase in car theft in Cambridgeshire and Peterborough over the last five years.	Cambridgeshire Constabulary
	Total number of assaults on public transport per annum*	Data not available.	-	-
	Survey data – "I feel that Public Transport is safe to use"*	Data not available.		-
Improve accessibility to key services, employment and recreational areas for all areas of the community	Distance travelled to work	Average distance travelled to work (2011)  Cambridgeshire – 15.6km  Less than 2km – 18%  2km to 5km – 27%  5km to 10km – 17%  10km to 20km – 6%  Over 20km – 15%  Work mainly from home – 8%  Peterborough – 18.1km  Less than 2km – 16%  2km to 5km – 15%  5km to 10km – 13%  10km to 20km – 17%  Over 20km – 20%	For all usual residents aged 16 to 74 in employment, the majority of people (27%) travel 2km to 5km to work in Cambridgeshire whereas in Peterborough, the majority of people travel over 20km (20%).	ONS, Census 2011, Distance travelled to work ONS, Census 2001, Travel to work

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
		<ul> <li>Work mainly from home – 12%</li> </ul>		
	Journey time to nearest town centre by public transport/walking*	<ul> <li>2016</li> <li>Peterborough – 23 minutes</li> <li>Cambridgeshire – 28 minutes</li> <li>Cambridge – 16 minutes</li> <li>East Cambridgeshire – 34 minutes</li> <li>Fenland – 23 minutes</li> <li>Huntingdonshire – 27 minutes</li> <li>South Cambridgeshire – 38 minutes</li> </ul>	Journey times to the nearest town centre have generally remained the same between 2014 and 2016. Cambridge has the lowest journey time whereas South Cambridgeshire has the highest.	
	Percentage of residents within 30- minute walk/public transport of nearest town centre*	<ul> <li>2016</li> <li>Peterborough – 87%</li> <li>Cambridgeshire – 63%</li> <li>Cambridge – 98%</li> <li>East Cambridgeshire – 43%</li> <li>Fenland – 80%</li> <li>Huntingdonshire – 75%</li> <li>South Cambridgeshire – 22%</li> </ul>	Within Cambridge and Peterborough 98% and 87% of residents are within 30 minutes of walking or public transport access of a town centre, this falls to just 22% of residents of South Cambridgeshire.	Department for Transport, Journey Time Statistics
	Ratio of median house prices to median salary*	2017 <ul> <li>Cambridgeshire and Peterborough – 9.48</li> </ul>	The average ratio of median house prices to median salary has increased since 2014 for Cambridgeshire and Peterborough. The ratio is highest in Cambridge at 13.46 and lowest in Peterborough at 6.64 in 2017.	Office for National Statistics, Ratio of house price to workplace-based earnings (2017)
	Ratio of lower quartile house price to lower quartile salary*	2017 <ul> <li>Cambridgeshire and Peterborough – 9.86</li> </ul>	The average ratio of lower quartile house price to lower quartile salary has increased since 2014. The ratio is highest in Cambridge at 14.22 and lowest in Fenland at 7.14 in 2017.	Office for National Statistics, Ratio of house price to workplace-based earnings (2017)
	Ratio of new dwellings to population increase*	2016/17  Cambridgeshire and Peterborough – 0.42	-	Ministry of Housing, Communities and Local Government, Net additional dwellings (2017)
	Ratio of housing targets to housing completions*	Data not available.	-	-
Support and contribute to local economic growth and competitiveness by delivery reliable and efficient transport network	Number of commuters*	2011 • Cambridgeshire – 55,216 • Peterborough – 19,034	There is a significant number (approximately 70,000) people commuting into the CPCA area for work.	ONS, Location of where people live when working and place of work (Census 2011)
	Non-frequent bus services running on time	2016/17 • Cambridgeshire and Peterborough – 76% – Cambridgeshire – 73% – Peterborough – 79%	The non-frequent bus services are more on time in Peterborough than in Cambridgeshire. The percentage of bus services running on time has is generally improved over time, although it decreased in 2014/15 for Cambridgeshire and 2014/15 was exceptionally high for Peterborough.	Department for Transport, Bus Statistics (0902)
	Average excess waiting times for frequent services*	2016/17 • Cambridgeshire – 1.4 minutes • Peterborough – 2.5 minutes	Average excess waiting times for frequent services are higher in Cambridgeshire than in Peterborough. The average excess waiting times was at its highest in Peterborough in 2016/17. Average excess waiting times have generally been increasing in Cambridgeshire since 2008/09.	Department for Transport, Bus Statistics (0903)
	Travel time to employment centre by car*	<ul> <li>Employment centre with 100-499 jobs (2016)</li> <li>Peterborough – 8 minutes</li> <li>Cambridgeshire – 9 minutes</li> <li>Cambridge – 8 minutes</li> <li>East Cambridgeshire – 9 minutes</li> <li>Fenland – 8 minutes</li> <li>Huntingdonshire – 9 minutes</li> <li>South Cambridgeshire – 10 minutes</li> <li>Employment centre with at least 5000 jobs (2016)</li> <li>Peterborough – 12 minutes</li> <li>Cambridgeshire – 23 minutes</li> </ul>	Journey time to employment centre by car has generally remained the same between 2014 and 2016 for both Cambridgeshire and Peterborough. However, it had increased in Fenland for employment centres with at least 5,000 jobs. Fenland has the longest journey time to employment centres with over 5,000 jobs.	Department for Transport, Journey Time Statistics

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
		<ul> <li>Cambridge – 11 minutes</li> <li>East Cambridgeshire – 30 minutes</li> <li>Fenland – 37 minutes</li> <li>Huntingdonshire – 21 minutes</li> <li>South Cambridgeshire – 21 minutes</li> </ul>		
	GVA per head*	<ul> <li>All industries (2016)</li> <li>Cambridgeshire and Peterborough - £27,563 <ul> <li>Peterborough - £27,595</li> <li>Cambridge - £38,900</li> <li>East Cambridgeshire - £21,700</li> <li>Fenland - £22,837</li> <li>Huntingdonshire - £25,004</li> <li>South Cambridgeshire - £29,343</li> </ul> </li> </ul>	GVA per head is highest in Cambridge and is similar in Peterborough and South Cambridgeshire. It is lowest in East Cambridgeshire followed by Fenland. GVA per head has grown in all areas of the Cambridgeshire and Peterborough area since 2010.	ONS, Regional GVA(I) by local authority in the UK (2017)
	Unemployment rates	July 2017 – June 2018 Peterborough – 4.5% Cambridge - 3.4% East Cambridgeshire – 2.4% Fenland – 3.7% Huntingdonshire – 2.6% South Cambridgeshire – 2.1%	The unemployment rate is highest in Peterborough is the highest and is followed by Fenland. South Cambridgeshire has the lowest unemployment rate. The unemployment rate has improved since 2012/13.	
	Rail cancellations and significant lateness*	2016/17 Cambridgeshire and Peterborough – 7.2%		Office of Rail and Road, Cancellations and significant lateness (2018)
	Average minimum journey times by walking or public transport to nearest of selected rail stations*	2015 Cambridgeshire and Peterborough – 47 minutes	The average minimum time by walking or public transport to nearest of selected rail stations is 47 minutes. This is higher in Cambridgeshire at 66 minutes compared to 29 minutes for Peterborough.	Department for Transport, Journey Time Statistics (2018)
	Average minimum journey times by car to nearest of selected rail stations*	2015 Cambridgeshire and Peterborough – 26 minutes	The average minimum time by car to nearest of selected rail stations is 26 minutes. This higher in Cambridgeshire at 38 minutes compared to 14 minutes in Peterborough.	Department for Transport, Journey Time Statistics (2018)
	Average minimum journey times by car to the nearest of selected airports*	2015 Cambridgeshire and Peterborough – 80.5 minutes	The average minimum journey time by car to the nearest of selected airports is higher in Peterborough at 98 minutes compared to 63 minutes in Cambridgeshire.	Department for Transport, Journey Time Statistics (2018)
	Average minimum journey times by public transport to the nearest of selected airports*	2015 Cambridgeshire and Peterborough – 113 minutes	The average minimum journey time by public to the nearest of selected airports is higher in Peterborough at 121 minutes compared to 105 minutes in Cambridgeshire.	Department for Transport, Journey Time Statistics (2018)
	Birth of businesses per 100,000 population*	2016 Cambridgeshire and Peterborough – 555	_	Office for National Statistics, Business Demography – Enterprise Births, Deaths and Survivals (2016)
	Number of tourists per annum*	Data not available.	-	-
	Total Foreign Direct Investment (FDI)*	Data not available.	<u> </u>	-
	Survey – "Does your business think that the transport network in the local network is of a high standard"*	Data not available.		-
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	Total passenger services on local bus services	2016/17 • Cambridgeshire – 20 million • Peterborough – 10.1 million	Passenger bus journeys have decreased in both Cambridgeshire and Peterborough since 2009/10.	Department for Transport, Bus Statistics (0109a)
	Method of travel to work	2011 • Cambridgeshire - Private Car - 41.1% - Bus - 2.4% - Train - 2.6% - Foot or bicycle - 13.2%	Travel to work by private car is similar in both Cambridgeshire and Peterborough. However, this is varied within Cambridgeshire. In South Cambridgeshire it is as high as 47% and as low as 19% in Cambridge. Cambridge has the highest percentage of those travelling to work by bicycle in the country at 18%.	ONS, Method of Travel to Work (Census, 2011)

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
		<ul> <li>Peterborough</li> <li>Private Car – 40.1%</li> <li>Bus – 5%</li> <li>Train – 1.7%</li> <li>Foot or bicycle – 10%</li> </ul>		
	Method of travel to school	2016 • East of England - Car - 38% - Bus - 11% - Foot - 42% - Bicycle - 3%	The use of car as a mode of travel has increase since 2014 in the East of England, however the use of bus has also increased. The number of children walking to school has decreased and travelling by bicycle has remained the same across the East of England.	Department for Transport, Transport Survey 2017
	Traffic volumes on major roads*	2017 • Cambridgeshire – 3.5 million vehicles • Peterborough – 710, 696	Traffic volumes on major roads are increasing in both Cambridgeshire and Peterborough. Since 2000, traffic has increase by 0.7 million in Cambridgeshire and by 126,302 in Peterborough.	Department for Transport, Traffic Counts
	Traffic Counts at Cordons*	<ul> <li>2018</li> <li>Cambridgeshire <ul> <li>Pedestrians – 12%</li> <li>Bicycle – 15%</li> <li>Car – 83%</li> <li>Motorcycles – 1%</li> <li>LGVs and HGVs – 15%</li> <li>Buses – 1%</li> </ul> </li> <li>Peterborough – no data</li> </ul>	Car constitutes the highest proportion of vehicles on the road in Cambridgeshire. The number of people walking and cycling in Cambridgeshire is continuing to increase. Walking has also increased throughout Cambridgeshire; however, it is noticeably higher in market towns compared to Cambridge city.	Cambridgeshire County Council, Road Traffic Data Cambridgeshire JNSA, Active Transport
	Proportion of adults that walk or cycle for leisure or travel	<ul> <li>2017</li> <li>Cambridgeshire <ul> <li>Once per month – 83.9%</li> <li>Once per week – 77.5%</li> <li>Three times per week – 54.3%</li> <li>Five times per week – 41.4%</li> </ul> </li> <li>Peterborough <ul> <li>Once per month – 80.4%</li> <li>Once per week – 72.9%</li> <li>Three times per week – 47.1%</li> <li>Five times per week – 34.9%</li> </ul> </li> </ul>	The proportion of adults who walk or cycle for leisure or travel more than five times per week is higher in Cambridgeshire than in Peterborough. It is varied across Cambridgeshire where 60.6% of adults in Cambridge walk or cycle five times per week whereas it is 26.8% in Huntingdonshire.	Department for Transport, Proportion of adults that walk or cycle for leisure or travel
	Travel time to employment centre by public transport/walking*	<ul> <li>Employment centre with 100-499 jobs (2016)</li> <li>Peterborough – 15 minutes</li> <li>Cambridgeshire – 21 minutes</li> <li>Cambridge – 11 minutes</li> <li>East Cambridgeshire – 22 minutes</li> <li>Fenland – 18 minutes</li> <li>Huntingdonshire – 21 minutes</li> <li>South Cambridgeshire – 33 minutes</li> <li>Employment centre with at least 5000 jobs (2016)</li> <li>Peterborough – 19 minutes</li> <li>Cambridgeshire – 53 minutes</li> <li>Cambridge – 12 minutes</li> <li>East Cambridgeshire – 88 minutes</li> <li>Fenland – 102 minutes</li> <li>South Cambridgeshire – 44 minutes</li> <li>South Cambridgeshire – 44 minutes</li> </ul>	Time to travel to employment centres by public transport and walking has generally remained the same in both Cambridge and Peterborough between 2014 and 2016. However, the journey time to employment centre with over 5,000 has doubled in Fenland.	Department for Transport, Journey Time Statistics
	Congestion – average journey time per mile during morning peak	<ul> <li>2012</li> <li>Cambridgeshire – 3.75 minutes per mile</li> <li>Peterborough – data not available</li> </ul>	The average journey time during the morning peak time has increased since in 2007-08 and 2006-07. However, it is in line with the 3.75 revised target published in the LTP3.	Cambridgeshire LTP3 2011- 2031 (2015)

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
	Total station entries and exits*	2017/18 Cambridge and Peterborough – 25 million	The estimate total station entries and exits using full priced, reduced priced and season tickets has increased by approximately 1 million since 2016/17. Based on these figures, station entries and exits is highest in Cambridge at approximately 12 million for 2017/18 followed by Peterborough at 4 million. Fenland has the lowest at around 452,000.	Office of Rail and Road, Estimates of Station Usage (2018)
	Average number of selected major road junctions within 30 minutes' drive*	2011 Cambridgeshire and Peterborough – 2.4 junctions	The average number of selected major road junctions within 30 minutes is higher in Cambridgeshire at 2.6 junctions and lower in Peterborough at 2.2 junctions.	Department for Transport, Connectivity travel time indicators for major road junctions (2011)
	Attitudes towards cycling – "I think that cycling on the road is safe"*	Data not available.	-	-
Biodiversity, Flora and Fauna				
Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	Number of designated areas (European and National)	Cambridgeshire: • Site of Special Scientific Interest (SSSI) – 87 • Ramsar – 4 • Special Areas of Conservation (SAC) – 8 • Special Protection Areas (SPA) – 2 • National Nature Reserve (NNR) – 6 • Local Nature Reserve (LNR) – 23 Peterborough: • SSSI – 16 • Ramsar – 1 • SAC – 2 • SPA – 1 • NNR – 4 • LNR – 4	The number of SSSIs in Cambridgeshire has stayed the same since 2010 as reported in the previous SEA for the Cambridgeshire LTP. The number of SSSIs in Peterborough has remained the same since the number previously report in previous Cambridgeshire LTP SEA. There has been an increase in the number of LNRs but NNR numbers have remained the same.	Multi-Agency Geographic Information for the Countryside (MAGIC) Interactive Mapping
	Area of Woodland	2008 12,325ha (3.6%) of Cambridgeshire (including Peterborough) area is covered by woodland. This is equivalent to 0.244% of UK's total woodland area.	Between 1980 and 2008 there was an increase in area of woodland cover in Cambridgeshire (including Peterborough). Cambridgeshire is considered one of the least wooded counties in England. Woodland is not evenly spread across the area. There are four major pockets of ancient woodland: to the west of Peterborough, to the north of Huntingdon, between St Neots and west of Cambridge and in the south east of the County.	Local Habitat Action Plan for Cambridgeshire and Peterborough (2008)
	Biodiversity Action Plan (BAP) Habitats	2006/07 Cambridgeshire and Peterborough: Over 200 Priority Species, representing 38.2% of all priority species identified in the UK BAP.	BAP habitats generally regarded as threatened and road building and related infrastructure could result in loss of BAP habitats.	East Cambridgeshire DC Core Strategy SA, 2008 Cambridgeshire LTP3 SEA, Atkins (2013)
	Extent of habitat in good/ favourable condition*	<ul> <li>Ouse Washes SAC, SPA and Ramsar – 15% Favourable, 4% Unfavourable - Recovering, 81% Unfavourable – No Change.</li> <li>Nene Washes SAC, SPA and Ramsar – 20% Favourable, 80% Unfavourable – Recovering</li> <li>Orton Pit SAC – 29% Favourable, 71% Unfavourable – Recovering</li> <li>Fenland SAC – 90% Favourable, 10% Unfavourable – Recovering</li> <li>Portholme SAC – Unfavourable – Recovering</li> <li>Devils Dyke SAC – 50% Favourable, 50% Unfavourable Recovering</li> <li>Eversden and Wimpole Wood SAC – 40% Favourable, 60% Unfavourable Recovering</li> <li>Barnack Hill and Holes SAC – Favourable</li> <li>Upper Nene Valley Gravel Pits SPA and Ramsar – 42% Favourable, 58% Unfavourable – Recovering</li> <li>Wood Walten Fen Ramsar – 53% Favourable, 45% Favourable – Recovering</li> <li>Chippenham Fen Ramsar – 90% Favourable</li> <li>Wicken Fen Ramsar – 47% Favourable, 53% Unfavourable</li> <li>Wicken Fen Ramsar – 47% Favourable, 53% Unfavourable</li> <li>Breckland SPA – Favourable</li> </ul>	The European sites considered within this study have varying sensitivities based on the features which make up the designation.	Cambridgeshire and Peterborough LTP – Habitats Regulations Assessment: Task 1: Screening (Mott MacDonald, 2019) JNCC, Natural England
Historic Environment				

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	Number of listed buildings	2017 Peterborough – 926 total listed buildings of which 68 are Grade I, 43 Grade II* and 815 Grade II Cambridgeshire – 7,335 total listed buildings of which 236 are Grade I, 446 Grade II* and 6,653 Grade II	The total listed buildings have decreased by 12 in Peterborough and increased by 22 in Cambridgeshire. There are six building and structure entries at risk in Cambridgeshire and four in Peterborough.	Historic England, Local Authority Profiles, 2018 and 2017 Historic England, Heritage at Risk - East of England Register (2018)
	Number of scheduled monuments	2017 Peterborough - 70 Cambridgeshire - 265	The number of scheduled moments increased in Peterborough by two between 2017 and 2016 and by six in Cambridgeshire. There are 46 scheduled monuments at risk in Cambridgeshire in 2017 and 19 in Peterborough.	Historic England, Local Authority Profiles, 2018 and 2017 Historic England, Heritage at Risk - East of England Register (2018)
	Number of registered parks and gardens	2017 Peterborough - 4 Cambridgeshire - 34	The number of registered parks and gardens has remained the same between 2016 and 2017 in both Cambridgeshire and Peterborough. There are no registered parks and gardens at risk in Cambridgeshire or Peterborough.	Historic England, Local Authority Profiles, 2018 and 2017 Historic England, Heritage at Risk - East of England Register (2018)
	Number of conservation areas	2018 Peterborough - 29 Cambridgeshire - 200	Conservation area numbers have decreased since 2016 in Peterborough but have increased in Cambridgeshire. The number of conservation areas at risk in Cambridgeshire is 10, there are none at risk in Peterborough.	Historic England, Local Authority Profiles, 2018 and 2017 Historic England, Heritage at Risk - East of England Register (2018)
Landscape				
Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	Number of National Character Areas (NCAs)	<ul> <li>There are nine NCAs which cover the CPCA region:</li> <li>46: The Fens (NE424)</li> <li>75: Kesteven Uplands (NE560)</li> <li>85: The Brecks (NE385)</li> <li>86: South Suffolk and North Essex Clayland</li> <li>87: East Anglian Chalk (NE529)</li> <li>88: Bedfordshire and Cambridgeshire Claylands (NE555)</li> <li>89: Northamptonshire Vales (NE527)</li> <li>90: Bedfordshire Greensand Ridge (NE481)</li> <li>92: Rockingham Forest (NE538)</li> </ul>	Transport infrastructure and schemes can have negative effects on existing Landscape Character areas.	Natural England, NCAs
	Extent of greenbelt	<ul> <li>Designated area of greenbelt (hectares)</li> <li>Cambridgeshire (March 2018) <ul> <li>Cambridge – 1,000</li> <li>East Cambridgeshire – 1,910</li> <li>South Cambridgeshire – 23,190</li> <li>Huntingdon – data not available</li> <li>Fenland – data not available</li> </ul> </li> </ul>	There has been no change in extent of the greenbelt between 2017 and 2018. There has been a decrease in South Cambridgeshire since 2011 and an increase in Cambridge.	Ministry of Housing, Communities and Local Government, Local Authority Green Belt Statistics (2017- 2018) Cambridgeshire LTP3 SEA, Atkins (2013)
Soil				
Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	Total area of grade 1, 2, or 3a agricultural land	2016 • Peterborough – 202,240ha 2008 • Cambridgeshire – 75% of land area is farmed	The total area for agriculture has declined by 31% in Peterborough. It is anticipated that this decline will continue into the future with an assumed 47% reduction over a 60-year period (1976 to 2036). It is likely the percentage of agricultural land has remained around the same between 2008. A number of areas in Cambridgeshire (such as Woodwalton and Wicken Fen) have experienced depleting peat and soil levels. Long-term threats to biodiversity have arisen from the intensification of agriculture during the 20th century.	Sustainable Peterborough, Farmland, Farmers and Food Production in Peterborough County (2014) Cambridgeshire LTP3 SEA, Atkins (2013)
	Housing build on previously developed land (PDL)	<ul> <li>2018</li> <li>Peterborough – 64%</li> <li>2017</li> <li>Cambridge City – 40%</li> <li>Peterborough – 73%</li> <li>2016</li> <li>South Cambridgeshire – 31%</li> <li>Peterborough – 65%</li> </ul>	Still below target (region target of 60%) but has improved over last 10 years, so it appears that national and local policies to prioritise the re-use of PDL have been effective. Development pressure on greenfield land continues. South Cambridgeshire target of 37% of new housing to be delivered on PDL.	Unlocking Potential: Best Practice for Brownfield Land Registers 2017 South Cambridgeshire Annual Monitoring Report 2014 Cambridge City Council Annual Monitoring Report 2017 Peterborough Authority Monitoring Report 2018
Water				
SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
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Protect and enhance the quality of the water environment	Percentage of river length assessed as good or fair chemical and biological quality	<ul> <li>2014</li> <li>Cambridgeshire – Chemical status of The Cam, good. Other surface water, n/a.</li> <li>Peterborough – no data available</li> </ul>	River water quality in Cambridgeshire is generally good and compares favourably with the UK.	Sustainability Appraisal of the Cambridge Local Plan 2014, Volume 1.
	Groundwater source protection zones (SPZ)	There are four groundwater SPZs all of which fall within South Cambridgeshire. There are also several surface water SPZs which cross over into the region, these include the River Nene, River Great Ouse, River Stour, and Abberton.	All of the groundwater source protection zones are within South Cambridgeshire therefore any options within the LTP will need to consider any impacts on these.	Multi-Agency Geographic Information for the Countryside (MAGIC) Interactive Mapping
Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	Area at risk from flooding	Flood Risk baseline is presented in Appendix E, Figure E.6. There are 23,100 homes in Cambridgeshire are at risk of surface water flooding in a rainfall event with a 1 in 200 chance of occurring in any year. During the Scoping Report consultation, the Environmental Agency advised that 34% of the Cambridgeshire and Peterborough area is at high risk of flooding in the absence of flood defences. Over 50% of the land in Cambridgeshire is under sea level.	Flood risk presents a significant risk to the Cambridgeshire and Peterborough region.	Multi-Agency Geographic Information for the Countryside (MAGIC) Interactive Mapping
Air				
Protect and improve local air quality, particularly in the AQMAs	Number of Air Quality Management Areas (AQMAs)	<ul> <li>Peterborough – 1 AQMA</li> <li>Cambridgeshire – 10 AQMAs <ul> <li>Cambridge - 1</li> <li>East Cambridgeshire - 0</li> <li>South Cambridgeshire - 1</li> <li>Fenland - 4</li> <li>Huntingdon – 4</li> </ul> </li> </ul>	Most of the AQMAs are located within Fenland and Huntingdonshire. East Cambridgeshire is the only District with no AQMAs. Three of the AQMAs in Fenland are in Wisbech. The pollutants of issue in these areas are Sulphur Dioxide (SO <sub>2</sub> ), Nitrogen Dioxide (NO <sub>2</sub> ) and Particulate Matter ( $PM_{10}$ )	Air Quality Action Plans, Local Authorities
	Levels of main air pollutants	<ul> <li>Cambridgeshire</li> <li>PM<sub>10</sub> – Impington (one of nine monitoring points in Cambridgeshire) indicated levels above EU threshold of 40ug/m<sup>3</sup> from 2009 onwards, reaching almost 60ug/m<sup>3</sup> annual mean concentration in 2012.</li> <li>PM<sub>2.5</sub> – None of the four monitoring points in Cambridgeshire detected levels above EU standards for mean annual concentration of 25ug/m<sup>3</sup>.</li> <li>NO<sub>2</sub> – Eight of the thirteen monitoring sites in Cambridgeshire detected higher annual mean concentrations than the 40u/m<sup>3</sup> EU threshold. Up to 40% of monitoring sites have exceedances to NO<sub>2</sub> standards in Cambridge City from 2012 to 2014, particularly in October to March. This value was of around 10% for the rest of Cambridgeshire.</li> <li>Peterborough</li> <li>NO<sub>2</sub> – 2 exceedances from 2011 to 2015 from 17 passive monitoring sites. Values of 41.7 and 40.2ug/m<sup>3</sup>.</li> <li>SO<sub>2</sub> – AQMA near Flag Fen in Peterborough exceeding 15- minute mean SO<sub>2</sub> emission due to brickworks.</li> </ul>	Air pollution thresholds in Cambridge City are being consistently surpassed, although it appears these exceedance rates are diminishing annually. Exceedances are associated with the increase in traffic in high density areas and heavily utilised roads. No automatic monitoring sites within Peterborough City Council. Peterborough infractions for NO <sub>2</sub> are just above the 40ug/m <sup>3</sup> annual average threshold, though significantly below the 200ug/m <sup>3</sup> maximum hourly mean.	Cambridgeshire transport and health JSNA, Air Pollution Peterborough City Council Air Quality Annual Status Report 2016
	% reduction in NO $_x$ and primary PM $_{10}$ emissions through local authority's estate and operations	<ul> <li>Cambridgeshire</li> <li>NO<sub>2</sub> – maximum proportion of sites with exceedances over 40ug/m<sup>3</sup> in Cambridge City and rest of Cambridgeshire:</li> <li>2010 – 90% and 45%</li> <li>2011 – 70% and 25%</li> <li>2012 – 45% and 20%</li> <li>2013 – 30% and 20%</li> <li>2014 – 45% and 10%</li> <li>Peterborough – no data available</li> </ul>	Exceedance of NO <sub>2</sub> in monitoring sites is reducing, particularly for areas outside Cambridge City. No automatic monitoring sites within Peterborough City Council.	Cambridgeshire transport and health JSNA, Air Pollution
	Trends in NO <sub>2</sub> concentration at a range of monitoring sites*	Data not available.	-	-
Climatia Fastara	I rends in PM <sub>10</sub> concentration at a range of monitoring sites*	Data not available.	-	-
Climatic Factors				

SEA Objective	Indicator	Quantified Data for the CPCA region	Issues Identified	Source
Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	Motor vehicle traffic (miles)	2017 • Cambridgeshire – 5,071 • Peterborough – 1, 248 • Total – 6,319	The miles travelled in motor vehicles is increasing year on year across the CPCA region.	TRA8901: Motor vehicle traffic (vehicle miles) by local authority in Great Britain, Department for Transport (2018)
	Transport related CO <sub>2</sub> emissions (kilo tonnes equivalent (ktCO <sub>2</sub> e))	2016 • Cambridgeshire - 1,936.1 ktCO <sub>2</sub> e • Peterborough - 445.9 ktCO <sub>2</sub> e • Total - 2,382.00 ktCO <sub>2</sub> e	Transport related carbon emissions have remained around the same level between 2006 and 2016.	Local Authority CO2 emissions estimates 2005-2016 (ktCO <sub>2</sub> ), Department for Transport (2018)
	Total CO <sub>2</sub> emissions (kilo tonnes equivalent (ktCO <sub>2</sub> e))	2016 • Cambridgeshire - 4,614.6 ktCO <sub>2</sub> e • Peterborough - 1,019.5 ktCO <sub>2</sub> e • Total – 5,634.1 ktCO <sub>2</sub> e	Total carbon emissions across the CPCA region have decreased by 26% over ten years (2006-2016).	Local Authority CO2 emissions estimates 2005-2016 (ktCO <sub>2</sub> ), Department for Transport (2018)
Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	Adapting to Climate Change	2009/10 • Cambridgeshire – Level 2 • Peterborough – Level 1	Level 1: LA has undertaken a comprehensive, local risk-based assessment of current vulnerabilities to weather and climate. Level 2: LA has identified effective adaptation responses to address the risks and opportunities, explicitly related to other council strategies, plans and operations. Cambridgeshire has reported a higher level of adaptation action than Peterborough and has improved since the previous reporting year.	NI 188 – Adapting to climate change, DEFRA
	Flood and coastal erosion risk management	2009/10 • Cambridgeshire – 100% • Peterborough – 100%	The CPCA region has 100% of agreed actions to implement long term flood and coastal erosion risk management plans that are being undertaken satisfactorily.	NI189 - Flood and coastal erosion risk management, DEFRA (2018)
Material Assets				
Maximising the use and lifespan of existing transport infrastructure	Number of new infrastructure schemes*	TBC		
	Number of improvements to existing infrastructure schemes*	TBC		
Source: Adapted from the Cambridge	shire LTP3 SEA (Atkins, 2013)			

Source: Adapted from the Cambridgeshire LTP3 SEA (Atkins, 2013)

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## Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix G - LTP Policy Assessments

January 2020

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Cambridgeshire and Peterborough Combined Authority

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix G - LTP Policy Assessments

January 2020

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Cambridgeshire and Peterborough Combined Authority

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### **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. Where policies mention projects, the projects have been assessed as part of that policy<sup>1</sup>. 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

Cambridgeshire and Peterborough Combined Authority Local Transport Plan SEA - Environmental Report Appendix G - LTP Policy Assessments

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<sup>1</sup> The projects within the LTP Delivery Plan (summarised in Appendix A) listed at the beginning of each policy assessment table.

2

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

able 1. Enabling Development – I oney Assessment					
LTP Policy Theme	1.1 Enabling 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				
Delivery Plan Projects	East West Rail				
	Ely Area Capacity Enhancements (EACE)				

#### Table 1: Enabling Development – Policy Assessment

SEA Objectives	LTF	Policy Asse	ssment	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 in Junction as part of the Ely Area Capacity Enhancements (EACE) and the East West Railway. These have the potential to reduce the re transport, which is likely to improve air quality. However, there are also projects which look to increase capacity of the road network, su 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 connected developments. Policy 1.1.3 aims to improve and deliver infrastructure for sustainable develop which may have direct be 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 vehicles on the road, the likelihood of accidents occurring is which aim to increase capacity of the road network which have the potential to improve safety. However, if the improvements to the road 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 throug infrastructure and connections for new developments. Policy 1.1.3 also aims for developments to be accessed in a safe manner which
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	÷	++	Policy 1.1.1 is likely to have moderate positive effects on improving accessibility. The road schemes will likely help to reduce congestion Improvements to the Ely North Junction will also enable additional passenger trains which will have positive effects on accessibility, par project will likely provide an additional sustainable transport link as well as the East West Railway which will open up links between Between Oxford and Cambridge to improve journey times. Policy 1.1.2 promotes communication with developers throughout the planning phasing of the development and to allow for future growth such as improved accessibility. Policy 1.1.3 aims to improve existing or creat 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 employing Ely North Junction will enable additional freight trains which will have benefits for the local and wider economy as potentially more good 1.1.2 and 1.1.3 ensure new developments are well-connected through sustainable transport modes. This will help connect housing development 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 identified. However, the policy also includes projects which aim to promote and improve the public transport offer for local users as well road congestion. It also includes opportunities to increased freight trains which has the potential to reduce the number of vehicles on the developers throughout the planning process to ensure developers plan for appropriate phasing of development and future growth to pot that there are no exemptions for developments in terms of mitigating against their impact on the transport network which will likely help 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. Greenbelt. The reinstatement and introduction of new railways could create a barrier effect. The Ely North Junction as part of the EACE 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 transport therefore potentially reducing the number of cars on the road. However, the location of the new infrastructure or improvement 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 poten and other historic assets to be affected. Policy 1.1.2 is unlikely to affect the historic environment. Depending on the location of infrastru 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 such areas. However, there may also be improvements to townscapes as some projects may reduce congestion and the number of ve landscape. Depending on the location and extent of infrastructure improvements, Policy 1.1.3 may negatively affect the landscape thro
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 pol 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. 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 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 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 improvement 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 improvement likely to benefit air quality. The policy also contains projects which aims to promote sustainable modes of transport, therefore reducing

improvements to rail links, including those at the Ely North reliance on private cars, as well as vehicles for freight uch as the A47 dualling, which may lead to an increase in 2 and 1.1.3 to have indirect benefits through well-designed enefits on health in terms of active travel as well as through

is likely to be indirectly reduced. There are also projects ad network attract more vehicles then there may be gh ensuring developers properly plan transport n is likely to reduce risk of accidents.

on therefore making the road network more efficient. articularly for those without access to a car. The CAM adford area and Cambridge and also introduce a direct link ning process ensuring developers plan for appropriate ate new infrastructure as well as improve sustainable modes

ment and business opportunities. The improvements to the ods will be moved to, from and through the region. Policy velopments with employment centres and improve the

by car therefore minor negative effects have been ell as reducing the reliance on private car, therefore reducing he road. Policy 1.1.2 promotes communication with otentially avoid congestion. Policy 1.1.3 sets out to ensure p to avoid any congestion issues. It also aims to improve

ed sites. The CAM project also crosses the Cambridge E project is also located adjacent to a SSSI. Policy 1.1.2 is d deliver infrastructure and services for sustainable modes of its to existing may be in the proximity of designated sites

ntial for the setting of conservation areas, listed buildings ucture improvements, Policy 1.1.3 may negatively affect the

Id therefore alter open country-side and affect the setting of ehicles on the road. Policy 1.1.2 is unlikely to affect the bugh land-take in agricultural areas or open countryside.

otential to impact agricultural land, for example the A47 Policy 1.1.3 has the potential to affect soils through land-

increase the impermeable surface area which can lead to

s to existing transport infrastructure. A number of the nts in Policy 1.1.3 are unknown at present, however may

nts also have the potential to reduce congestion which is the reliance on private car as well as vehicles for freight

SEA Objectives	LTF	Policy Asse	ssment	Summary of Effects
	Policy 1.1.1	Policy 1.1.2	Policy 1.1.3	
				transport. Policies 1.1.2 and 1.1.3 aim to ensure new developments are well-connected through sustainable transport modes which ma 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 identified. Policies 1.1.2 and 1.1.3 All the policies aim to ensure new developments are well-connected through sustainable transport m 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 will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is no climate change effects. Policy 1.1.2 may have an indirect positive effect, as early engagement with developers could include considerat 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 as improvements to rail stations and the introduction new infrastructure. Policy 1.1.3 has the potential to increase the use unlikely to have effects.

All the policies aim to enable development to allow the Combined Authority region to grow. 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 vehicles 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.

ay help reduce air quality issues associated with vehicle

d in vehicle number therefore a mixed effect has been nodes which may help reduce GHG emissions from

with severe rainfall events associated with climate change not increased and should be designed to account for future ation of future climate change effects within scheme design,

ects which aim to maximise the use of the public transport e and lifespan of existing infrastructure. Policy 1.1.2 is

### G.2 Objective 2: Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity

### Table 2: Planning and Designing Developments Sustainably – Policy Assessment

LTP Policy Theme	2.1 Planning and designing developments sustainably
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 capacity and connectivity to support and meet the requirements arising from development
	Policy 2.1.3 The design of parking (see also policy theme 19)

SEA Objectives	LTP Policy Assessment		sment	
				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 qualit journeys and has the potential to result in improvements for health. Policy 2.1.1 also aims to improve accessibility, especially for those provision of safe, convenient and sustainable access for all user groups. This has the potential to benefit health and well-being of the opportunities. Policy 2.1.2 may also have health benefits as it includes requirements for the provision of electric charging which could 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 provision aims to promote the use of electric and other ultra-low emission vehicles which is likely to have benefits for health through improvision of parking spaces for blue Badge holders as well as provision are provided by the subscription of the use of electric and other ultra-low emission vehicles which is likely to have benefits for health through improvision of parking spaces for Blue Badge holders and the subscription of the space spa
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	++	++	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 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 the transportation network including highway safety. Moderate positive effects have been identified for Policy 2.1.2. Policy 2.1.3 is like ensure parking design is safe for all road users and ensure proximity of spaces for Blue Badge holders in relation to key services.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	++	+	Policy 2.1.1 will improve accessibility for those with mobility issues and aims to promote the co-development of transport schemes with 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 may from and within a development site. Policy 2.1.3 will improve accessibility to key services and amenities for Blue Badge holders by may from and within a development site.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	+	+	Given that all the policies will increase accessibility, there is likely to be benefits for the local economy as opportunities to access serving 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 market towns. It also aims to provide digital infrastructure to allow key services and amenities to be accessed remotely whilst also pro 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 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.
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	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 arous the townscape. Policy 2.1.2 also aims to promote sustainable travel therefore the reliance on private cars which has the potential to in to improve the townscape by making key services more accessible for Blue Badge holders as well as promoting a better quality of life
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 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 a infrastructure. Policy 2.1.2 also aims to promote sustainable transport and includes provisions for electric vehicles charging facilities we 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 Policy 2.1.2 and 2.1.3 both aim to promote sustainable forms of transport including making provisions for electric and low emissions we
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 we maximise the use of transport infrastructure by helping to limit congestion.

y improvements by reducing the number of vehicle e with mobility issues, and Policy 2.1.2 aims for the local population by opening up social and recreational also reduce vehicle emissions and therefore health pomoting a better of quality of life throughout communities. It wed air quality.
for travel and therefore reduces the likelihood of accidents. to mitigate residual cumulative impacts on any element of ely to have moderate positive effects given it aims to
th key stakeholders which is likely to encourage connected ake provision for convenient and sustainable access to, aking provisions for parking spaces in close proximity.
vices and employment opportunities will be increased.
number of vehicles and therefore congestion in cities and omoting sustainable transport which will help to reduce to promote public transport as well as walking and cycling
und cities and market towns therefore indirectly improving mprove the townscape. Policy 2.1.3 also has the potential in the region's communities.
avel, the policies have the potential to have indirect
nd also aims to promote sustainable transport which therefore have the potential to results in air quality
on the road, therefore reducing congestion and emissions. vehicles.

ell as electric and low emission vehicles. This will likely

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

rable of Expanding Eabour markets	i olicy Asses	Smerit		
LTP Policy Theme	2.2 Expanding	Labour Markets		
LTP Policies	Policy 2.2.1 Su Policy 2.2.2 Im Policy 2.2.3 Inv	pport measures t prove the access vest in our highwa	o reduce peak de ibility and connec ay network to impr	emand on the highway network tivity of our public transport links to expand our labour market catchments rove accessibility
Delivery Plan Projects	<ul> <li>East West</li> </ul>	Rail		
	Ely Area Ca	apacity Enhancer	ments (EACE)	
SEA Objectives	LTP	Policy Assess	ment	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 walk provide some moderate health benefits by improving bus and rail links (including the East West Railway) and frequencies therefore of key services. There may also be a reduced reliance on private car as a result of improved public transport therefore resulting in air que 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 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 a and cycling infrastructure. Policy 2.2.2 may also reduce congestion and road use by cars and other vehicles through improving rail a transport, therefore indirect improving the safety of the road network. Policy 2.2.3 may present similar benefits by upgrading existing a result of the projects, there may be an additional risk of accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	+++	++	Policy 2.2.1 will have positive effects through promotion of sustainable transport and expansion of park and ride facilities, increasing significantly increase accessibility by widening the public transport offering through the Cambridge Autonomous Metro and new railw Junction as part of EACE which has the potential to support the increases in the number of passenger trains. There is likely to be more Policy 2.2.3 as it will increase capacity, reduce congestion and provide additional links.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	+++	+++	Policy 2.2.1 may result in some economic benefits by reducing congestion, however benefits are unlikely to be as significant as those public transport links as part of Policy 2.2.2 will likely boost economic growth, making the region more accessible and competitive, op upgrades as part of Policy 2.2.3 will also likely contribute to economic growth as the projects aim to improve accessibility to services project as part of Policy 2.2.2 also has the potential to increase the opportunity for additional freight movements which will likely benefits as part of Policy 2.2.3 will improve links between the Combined Authority, London, Oxford as well as with the wider highway net
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 transp 2.2.2 will help to reduce the reliance on private cars, therefore reducing congestion. Policy 2.2.3 has the potential to improve congest attract additional vehicles and therefore worsen congestion. A mixed effect has therefore been identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	? /	? /	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 s depending where these are located. Policy 2.2.2 has the potential for negative effects. The reinstatement of and introduction of new there may be a loss of biodiversity from land-take, although dependent on exact locations. The CAM has the potential to impact multi North Junction as part of the EACE project is also located adjacent to a SSSI. The project also crosses the Cambridge Greenbelt. The affected by the transport infrastructure works proposed as part of 2.2.3. There is likely to be significant land take required which will r 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 potential to affect the setting of the historic environment during the construction of works. However, the significance of the effect will CAM project has the potential to impacts multiple listed buildings ranging from Grade I, II to II* at various locations along the route. T multiple conservation areas and multiple registered parks and gardens are within close proximity of the scheme and could be potential impacts on buried archaeology. Policy 2.2.3 has the potential to affect the historic environment given the proximity to listed buildings 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 the exact location of new rail routes. However, there is potential for negative effects on the landscape, as these areas may currently 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 g dualling which could occur in open countryside.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	?/-	?/-	?/-	The park and ride expansions proposed under Policy 2.2.1 could have the potential to affect soils and agricultural land depending on take given the proposal of new railways, however effects will be dependent on the exact location of new rail routes. There is potentia 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 a 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 varied of the court of the projects which are located in a varied of the court of the projects which are located in a varied of the court of the projects which are located in a varied of the court of the projects which are located in a varied of the court of the projects which are located in a varied of the court of the projects which are located in a varied of the court of the projects which are located in a varied of the projects which are located in a varied of the project of the pro
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 reduced cars on roads. However, these is likely to be negligible therefore a neutral effect has been identified. Given that all the polici through new transport infrastructure, there is potential for the water environment to be affected through contaminated run off. Approprint
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 related to an increased impermeable area and have the potential to be susceptible to flood. Exact locations of the East West Railway is passes through multiple main rivers and drains and crosses within flood zones 2 and 3 at multiple points around Cambridge city. It is 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 flood of projects are located within Flood Zone 1 and 2 and are therefore also at risk of flooding.

king and cycling infrastructure. Policy 2.2.2 will likely also opening access to health services, social activities and other quality improvements with subsequent health benefits. The ed, however there may be an increase in the number of

and reduce road use and congestion by improving walking and bus networks for passengers as well as rail for freight proads, however if there is an increase in vehicle numbers as

accessibility by different transport modes. Policy 2.2.2 will vay lines. Policy 2.2.2 also includes upgrades to the North Ely oderate benefits from the road upgrade projects as part of

e resulting from Policy 2.2.2 and 2.2.3. Improved railway and pening up new economic and employment opportunities. The s and create a more efficient transport network. The EACE efit the local and wider economy. The upgrades to the road etwork.

bort modes. Improved public transport links as part of Policy stion by creating improved road links, however they may

site expansions which could have effects on ecology railways have the potential to create a barrier effect and tiple designated sites: including LNRs and SSSIs. The Ely here is potential for ecologically designated sites to be result in a loss in biodiversity. Given that the exact location of

/ depending where they are located. Policy 2.2.2 has the be dependent on exact routes for the new railways. The There are multiple scheduled monuments within 100m; tially affected. In addition, there is potential for negative and scheduled monuments. The exact location for a number

y are located. Effects from Policy 2.2.2 will be dependent on be open countryside. The CAM project is also likely to given the changes proposed to the road network involve

n where they are located. Policy 2.2.2 will likely result in landal for negative effects due to loss of agricultural land. For and 4 land. Upgrading of road networks for Policy 2.2.3 may ety of grade of agricultural land, including Grade 1, 2 and 3.

e minor indirect benefits to the water environment due to sies are likely to increase the impermeable surface area priate drainage will need to be considered.

new railways as part of Policy 2.2.2 have the potential to s unknown therefore effects are uncertain. The CAM project s anticipated that some permanent land-take is required bding by increasing the impermeable surface area. A number

SEA Objectives	LTP Policy Assessment			Summary of Effects
	Policy 2.2.1	Policy 2.2.2	Policy 2.2.3	-
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 cliance on private car and therefore potentially resulting in air quality improvements. It also has the potential to reduce the number of North Junction which in turn will lead to air quality benefits. Policy 2.2.3 has the potential to reduce congestion and therefore improven 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 GHC reliance on private car and vehicles for freight transport, therefore potentially resulting in GHG emission reductions. Policy 2.2.3 has the GHG emissions, however it may also increase journey numbers made by vehicles therefore increasing GHG emissions. Mixed effects
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 seven exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not i 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 2.2.2 aims to maximise the use of the railway; however, it does involve the construction of new transport infrastructure therefore a mix the capacity and efficiency of the road network; however, the projects require the construction of new transport infrastructure therefore

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. Policy 2.2.2 also has the potential to increase the movements of goods to, from and through the area by providing upgrades at the Ely North Junction. 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.

quality improvements. Policy 2.2.2 will also likely reduce the f vehicles moving freight through improvements to the Ely ment air quality, however it may also increase journey

IG emission reductions. Policy 2.2.2 will likely reduce the the potential to reduce congestion and therefore reduce s have been identified.

vere rainfall events associated with climate change will increased and should be designed to account for future

c and active transport as an alternative to car travel. Policy xed effect has been identified. Policy 2.2.3 aims to improve re a mixed effect has been identified.

#### 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

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 region's 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

#### Table 4: Accessing Ports and Airports - Policy Assessment

SEA Objectives		LTP Policy A	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 (including the electrification of the Felixstowe to Nuneaton rail train travel to airports and Policy 3.1.4 aims to encourage more sustainable modes of transport for employees. Thes HGVs and other vehicles, therefore improving air quality and resulting in health benefits. Policy 3.1.1 will likely improve therefore have indirect positive effects on health. 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 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 improvir improve connectivity of the region, particularly the port at Harwich, and Policy 3.1.4 aims to improve the accessibility 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 busin the connectivity to airports and ports, Policy 3.1.2 and 3.1.3 will likely make the region more accessible and attractive the local economy. There is likely to be minor positive benefits to the economy from improving links to the airports for
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 and from airports and also aims to support highway improvements which both are likely to alleviate congestion. Polic such as car share schemes and public transport, therefore also potentially reducing congestion particularly for indivi 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 negative effects on the biodiversity of this site, however this will be dependent on the nature and scale of the works. 3.1.1 may also have effects on biodiversity. Additional railway works are also included as part of Policy 3.1.1 which of improvement to the M11 in the Cambridge area which also has the potential to negatively affect biodiversity due to t an LNR which could be affected by the works, but this will be dependent on the extent and exact location. There is p cars for employees commuting to the airport which may have indirect positive effects on biodiversity, however this is 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. H depending on the extent of the work included within Policy 3.1.1. There are a number of listed buildings and schedu 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 as along the A120 and A47 corridors. There is also potential for the landscape to be changed by the doubling of rail 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 s 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 No but the doubling of tracks is likely to lead to the permanent loss of soils/agricultural/greenfield land. There is also poil land-take. The M11 improvements as part of Policy 3.1.2 will likely take place within the Cambridge Greenbelt and a permanent land take from the widening of the road, the significant of which will be dependent on the extent of the works.
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 res work on the railway network and highway junction improvements to lead to negative effects for the water environme and crosses a number of waterbodies, including the River Cam, which may be affected by contaminated run off. App 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 benefit of the work there may be an increase in the impermeable area therefore increasing the risk of flooding. Policy 3.1.2 surface, contributing to flood risk. The M11 is predominately in Flood Zone 1 around Cambridge but it does cross ov 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 trans potential for Policy 3.1.2 to result in air quality benefits as improvements to rail and coach services may reduce the r more sustainable modes of transport for employees, Policy 3.1.4 also has the potential to result in air quality improve
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 decarbonised road freight which will contribute to the reduction of GHG emissions. There is also potential for Policy

corridor in the longer-term), Policy 3.1.2 aims to promote se are likely to reduce the number of journeys made by ove air quality through electrification in the future and

to indirectly reduce the risk of accidents and improve the

ng accessibility to and from the region. Policy 3.1.3 will also y of the airport for employees. No effects have been

nesses as well as benefits existing business. By improving ve to international tourists which could result in a boost for or employees.

aim to make the use of rail more attractive for journeys to icy 3.1.4 aims to promoting sustainable modes of transport, idual car journeys. No effects are anticipated for Policy

the Ely Pits and Meadows SSSI. There is potential for . Upgrades to the A47 and A120 corridors as part of Policy could lead to loss of biodiversity. Policy 3.1.2 includes the widening of the road. There are a number of SSSIs and potential for Policy 3.1.4 to reduce the reliance on private s likely to negligible therefore no effects have been

lowever, there may be potential for negative effects led monuments along the M11 and the setting of these may

extent of the work carried out at Ely North Junction as well way tracks and junction improvements as part of Policy significance will be dependent on the extent of works. No

orth Junction is location in an area of non-agricultural land, tential for the junction improvements to lead to permanent agricultural land of Grade 1 and 2. It is likely it will lead to orks. No effects are anticipated for Policy 3.1.3 and 3.1.4.

sult of the works. There is also potential for the additional ant from contaminated run off. The M11 is also adjacent to propriate drainage will be required. No effects are

itting from flood defences, however depending on the extent will also likely lead to an increase in the impermeable ver into Flood Zones 2 and 3. No effects are anticipated for

sport and decarbonisation of freight transport. There is also reliance on private cars for accessing airports. By promoting vements. No effects are anticipated for Policy 3.1.3.

emissions. Policy 3.1.1 also aims to promote the use of 3.1.2 to result in a reduction in GHG emissions as

SEA Objectives	LTP Policy Assessment				Summary of Effects
	Policy 3.1.1	Policy 3.1.2	Policy 3.1.3	Policy 3.1.4	-
					improvements to rail and coach services may reduce the reliance on private cars for accessing airports. By promoting Policy 3.1.4 also has the potential to in reductions in GHG emissions. No effects are anticipated for Policy 3.1.3.
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 rat combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate mea required to ensure flood risk is not increased and should be designed to account for future climate change effects. No
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 us network.

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

g more sustainable modes of transport for employees,

tes, however this will depend on the extent of works. This asures such as permeable surfacing and SuDS will be o effects are anticipated for Policy 3.1.3 and 3.1.4.

se and improvements will likely extend the lifespan of the

#### 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 easily navigable for those 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
Delivery Plan Projects	Soham Station
	<ul> <li>Regeneration of Fenland railway stations – March, Manea and Whittlesea</li> </ul>

SEA Objectives		LTP Policy A	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 ea in the use of private cars/hire cars. This includes the construction of a new railway station at Soham and improvemen This could lead to indirect benefits for health from improved air quality.	
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	+	+	+	There is unlikely to be any direct effects on the health and safety on the road network through improvements to the p public transport facilities, the number of cars on the road will potentially be reduced and indirectly reduce the likelihoo familiar or confident about driving in the UK, therefore encouraging them to use public transport rather than hire cars	
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	+	++	+	Policies 3.2.1 and 3.2.3 will increase the connectivity of the region's public transport to key entry points and rural tour but will also have benefits for residents when having days out, going on holiday, or travelling for business. Policy 3.2. navigable for visitors and local communities, therefore improving accessibility. Policy 3.2.4 will ensure coaches don't 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 destinat contributing to economic growth. It may also have benefits for business travel connectivity. Policy 3.2.3 will open up r hubs. Policy 3.2.4 will aim to ensure key destinations and key attractions are accessible. Policy 3.2.2 aims to ensure 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 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 have benefits for the maintenance, protection and public awareness of ecological areas. Demands of tourism, for exa 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 a which could have benefits for the maintenance, protection and public awareness of heritage assets. Demands of tous 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 si affect the landscape, especially in more rural, tranquil areas. The effects of the rural transport hubs on the landscape the infrastructure.	
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	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 r however the development of rural travel hubs have the potential to affect soils due to land take. The effects will be de 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 war therefore neutral effects have been identified. The March, Manea and Whittlesea train station improvements as part of 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 will take place on already developed land and are unlikely to contribute to increased flood risk. The new Soham static 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 GF	
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 and usage will likely increase and by reinstating the station at Soham the use of the existing railway is likely to be may	

asier to use and therefore potentially leading to a reduction nts at March, Manea and Whittlesea as part of Policy 3.2.3. public transport network for tourism. However, by improving od of accidents Tourists from other countries may be less s may reduce accidents. rist destinations. This will make access easier for visitors 2.2 will make travelling by public transport easier and more t affect access for other road users and will also enable tions, making it more attractive for tourists and therefore rural areas for tourism through the delivery of rural travel First time visitors are able to travel with ease, potentially private car. Road traffic and congestion will likely be ed access leading to increased visitor numbers which could ample visitors to ecological designated sites, will need to be and increased access leading to increased visitor numbers urism, for example visitors to heritage sites, will need to be ites by public transport. An increase in visitor numbers may will be dependent on their exact location and the nature of result of the station upgrades included in Policy 3.2.3, ependent on their exact location and the nature of the ater environment. However, these are likely to be negligible of Policy 3.2.3 are unlikely to have an effect on the water ed as part of Policy 3.2.3 at March, Manea and Whittlesea ion is adjacent to an area benefitting from flood defences. It tv. HG emissions.

I in Policy 3.2.4, public transport use will be more attractive, aximised.

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 Inv Policy 3.3.2 Imp	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							
Delivery Plan Projects	Oxford to C	ambridge Expressw	ay and A428 Dualling						
SEA Objectives	LTP Policy	Assessment	Summary of Effects						
	Policy 3.3.1	Policy 3.3.2							
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	- / +	+	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 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 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 n 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 pro Keynes and improving rail networks will also increase accessibility through more frequent and reliable services. A major positive effect has therefore 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 Comb highway network. Policy 3.3.2 aim to create active and sustainable transport links between employment sites, helping to create business clusters						
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 congervehicles 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 there mixed moderate positive and minor negative effect has therefore been identified. Policy 3.3.2 also aims to promote active and sustainable transport						
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 a 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 i 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, ho 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 a 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 m 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 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 infra						
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 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 le 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 wa 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 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						
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 n flooding. The project is also likely to increase the impermeable area through capacity improvements which may contribute to the risk of flooding a result in an increased impermeable area through new transport infrastructure, however this will be dependent on the exact location therefore effect						
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 incr 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 and Brampton AQMAs. The rail improvements as part of Policy 3.3.1 may result in air quality improvements therefore mixed minor positive and ne 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 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 with 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, therefor						
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 w highway network. By undertaking improvement, the lifespan is also likely to be increase.						

the number of vehicles which could have detrimental effects and effect has therefore been identified. Policy 3.3.2 aims to quality.

number of vehicles on the road due to improved public and

ovide a new link between Cambridge, Oxford and Milton fore been identified for Policy 3.3.1. Policy 3.3.2 will also

bined Authority, London, Oxford as well as with the wider which is likely result in major positive economic effects.

estion, however there may an increase in the number of efore reducing congestion and promoting public transport. A ort modes which should also help to reduce road congestion.

affected by the A428 improvements. Negative effects on indirect negative effects on biodiversity, however over there may be additional effects depending on the

affected as a result of the A428 improvements. There are hay be effects on the historic environment as a result of

he construction. The improvements to the A428 and rail link astructure proposed.

d 2. The route of the A428 passes through predominately ead to loss of soil. An uncertain effect has been identified for

aterbodies adjacent to this section of the A1 and it crosses use in the number of vehicles are a result of the works, the proposed infrastructure.

neans there is potential for the roads to be affected by and appropriate drainage will be required. Policy 3.3.2 may cts are uncertain.

rease in the number of vehicles as a result of the y be affected and there may also be effects on the St Neots egative effects have been identified. Policy 3.3.2 will likely

to the rail network will likely encourage the use of public rill also likely lead to reduced GHG emissions through the

re a neutral impact has been identified.

vithin the Combined Authority region as well as the wider

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 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 3.4.1 Promoting rail freight									
	Policy 3.4.2 Promoting and enforcing appropriate neavy commercial vehicle routing										
	Policy 3.4.3 Promoting sustainable urban freight distribution	Policy 3.4.3 Promoting sustainable urban treight distribution									
	Policy 3.4.4 Improving road freight facilities	Policy 3.4.4 Improving road freight facilities									
	Policy 3.4.5 Supporting efficient air freight and the aviation sector										
SEA Objectives	I TP Policy Assessment	Summary of Effects									
OLA Objectives		Summary of Effects									
	Policy 3 4 1 Policy 3 4 2 Policy 3 4 3 Policy 3 4 4 Policy	3 4 5									

	Policy 3.4.1	Policy 3.4.2	Policy 3.4.3	Policy 3.4.4	Policy 3.4.5	_
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	+	+	+	0	There is potential for air quality improvements as a result of Policy 3.4.1, 3.4.2, 3.4.3 and 3. residents. Although there is potential for air quality improvements as a result of Policy 3.4.4 neutral impact has been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	+	+	++	0	Policy 3.4.1 has the potential to reduce goods vehicles on the road which will indirectly reduce appropriate routing of HGVs may also indirectly reduce the risk of accidents. By improving revented and therefore the safety of the road network will be improved. Through supportin has the potential to reduce the number of cars on the road and therefore improve safety. The road and therefore improve safety.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	0	0	0	0	0	There is unlikely to be any effect on the accessibility to key services for the community as a
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 eff economy. Policy 3.4.1 also aims to provide local employment.
<ol> <li>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</li> </ol>	++	+	+	0	0	Policy 3.4.1 will likely reduce the number of goods vehicles on the road through promoting r identified. Minor positive effects have been identified for Policy 3.4.2 and 3.4.3 as it is likely sustainable urban freight distribution will reduce congestion on the roads. It is unlikely Polic
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	+	0	+	+	0	There is potential for Policies 3.4.1 and 3.4.3 to reduce the number of goods vehicles on the biodiversity. Policy 3.4.4 aims to promote electric vehicles and provide charging facilities when No effects have been identified for Policies 3.4.2 and 3.4.5.
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	0	0	0	0	0	It is not anticipated that the policies will have an effect on the historic environment.
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	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 environment, however this is likely to be negligible. There is unlikely to be any effects as a reduced of the second sec
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 al location therefore effects are uncertain. It is not anticipated the remaining policies will have
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 the Emission Zone in Cambridge and Policies 3.4.4 and 3.4.5 also have the potential to improve quality in certain areas, but overall air quality is unlikely to improve therefore a neutral impart
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 reduce also have the potential to reduce GHG emissions. However, it is unlikely Policy 3.4.2 will have
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 polic
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 potentially extent the lifespan of the road network. It is also likely that appropriate routing of therefore maximise use. No effects have been identified for Policy 3.4.4 and 3.4.5.

8.4.4 which could result in improvements in health for local 4, local health effects are likely to be negligible therefore a

uce the likelihood of accidents on the road. The rest and other driver facilities, road accidents may be ng more sustainable solutions for distribution, Policy 3.4.3 here is unlikely to be any effects as a result of Policy 3.4.5.

a result of any of the policies.

ficient network will have positive effects on the local

rail freight, moderate positive effects have therefore been v that appropriately routing of HGVs and promoting cy 3.4.4 or 3.4.5 will result in any effects.

ne road therefore resulting in indirect benefits for hich may also have indirect positive effects on biodiversity.

road therefore indirect positive effects on the water result of the remaining policies.

affect by flood risk, however this is dependent of the exact an effect on or be affected by flood risk.

erefore improve air quality. Policy aims to include a Low ve air quality. Policy 3.4.2 has the potential to improve air act has been identified.

ed as part of Policy 3.4.2. Policies 3.4.3, 3.4.4 and 3.4.5 ave any effects on GHG emissions.

cies.

for rail freight will maximise the use of the railway and f HGVs will allow the road network to be use efficiently and

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: Building 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 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 appropria considerations of climate change and safety within the design phase. Through the utilisation of new technologies, Policy 4.1.3 has the
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	++	+	Climate change hazards such as heavy rainfall and flooding may lead to disruptions and severance of the transport network. By imple resilience and responding appropriately and sustainably, Policies 4.1.1 and 4.1.2 have the potential to improve access to key services 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
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 rainfa moderate positive impact has been identified for all three policies.
<ol> <li>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</li> </ol>	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 me 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 wit (production, transportation, use and disposal) which therefore may result in indirect positive effects for the water environment. It is unli 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 elsewhere. There is potential for moderate positive effects on current flood risk given they aim to ensure the resilience of the transport
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, re infrastructure. Policy 4.1.2 aims to encourage sustainable and adaptative design principles which includes the consideration of air qua 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 netw infrastructure. The sustainable and adaptative design principles and use of sustainable materials which are to be promoted as part of
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 increa
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 infra

ies are able to access key services including health facilities iate responses to climate change and including e potential to make transport safer from a changing climate. ementing measures to make the transport network more is, employment and recreation in the face of climate change. fore preventing disruption. fall and flooding for commuters and commercial users. A easures could be designed to include multiple benefits for easures could be designed to include multiple benefits for ith less environmental impacts in terms of their lifecycle likely Policy 4.1.3 will have any effects on the water on of the transport infrastructure does not exacerbate effects rt network. reducing the need for maintenance and new transport ality into the design of the road schemes. It also aims to

work, reducing the need for maintenance and new transport Policy 4.1.2 is likely to further reduce GHG emissions.

ease the resilience of the transport network.

astructure.

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

0 00	
LTP Policy Theme	4.2 Maintaining and Managing the Transport Network
LTP Policies	<ul> <li>4.2.1 Investigating the feasibility of harmonising highways and transport asset maintenance standards and performance indicators</li> <li>4.2.2 Supporting highway authorities in minimising the whole life costs of the highway</li> <li>4.3.2 Addressing the shellenges of alimete sheares and aphapaing our communities and environment</li> </ul>

SEA Objectives	LTI	P Policy Assessm	ent	Summary of Effects	
	Policy 4.2.1	Policy 4.2.2	Policy 4.2.3	—	
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	+	+	All the policies aim to improve highway maintenance and use of materials. Selecting design and materials with low emissions a congestion associated with roadworks, which may have positive effects for health from reduce emissions from idling vehicles a	
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	++	+	+	Policy 4.2.1 is likely to improve road safety and reduce accidents through improved maintenance of highways which should hel methods of infrastructure monitoring under Policy 4.2.2 will contribute indirectly to road safety through automating alerts. Coord measures under Policy 4.2.3 will minimise disruption on the network and improve safety.	
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	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 roadw certain times.	
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	+	+	All the policies aims to improve efficiency of maintenance of the highway network. This will have minor positive effects through roadworks.	
<ol> <li>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</li> </ol>	0	0	0	The policies are unlikely to promote sustainable transport modes.	
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	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 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 e through the implementation of sustainable and adaptive designs. Sustainable materials and less replacements are expected to 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 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 clin actively considers highways or other assets that are susceptible to climate change with maintenance regimes adapted for them	
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 mainter standardisation of materials, sustainable and adaptive design principles (Policy 4.2.2); and actively considering climate change	

#### 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.

and careful timing of maintenance activities will reduce and reduced driver stress.

elp maintain their good condition. The installation of smart rdination of roadworks and implementation of safe design

works coordination will improve community's accessibility at

n minimising disruption associated with poor roads and

e design principles which is likely to include the

expected to have moderate positive effects on air quality o reduce potential emissions from production and

in vehicle emissions. Minor and moderate positive benefits

mate change under Policy 4.2.2. Asset management that n under Policy 4.2.3 will have benefits for asset resilience.

tenance setup, development of KPIs (Policy 4.2.1); e adaptation (Policy 4.2.3).

#### 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	-
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	++	++	++	Moderate positive effects on health of the population is expected from the prevention and minimisation of injuries a road safety (Policy 5.1.1 and 5.1.3), monitoring (Policy 5.1.2) and review of road designs to conform with Safe Sys
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 road safety partnership. Both Policies 5.1.2 and 5.1.4 will involve the review, evaluation and monitoring of road safe which are expected to improve safety of the transport network and thereby reducing accidents. Road safety course through improved road user's behaviour leading to reduced accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	+	+	+	Improved road safety, including publicity campaigns, is expected to improve the overall accessibility to key service
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	+	+	+	There is likely to be minor positive effects on the support and contribution to local economic growth via increased r congestions (Policy 5.1.1, 5.1.2 and 5.1.4), thus improving efficiency of transport networks. Improved road user be the likelihood of accidents.
<ol> <li>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</li> </ol>	+	+	+	+	The policies won't reduce the need to travel or promote sustainable transport. However, reducing accidents will he 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.
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	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 id
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	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 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 p 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 be

and death from road accidents through the promotion of stem principles, such as speed limits (Policy 5.1.4).
d public service providers (Policy 5.1.1) to deliver a holistic fety with risk mapping leading to safety intervention, all of es and publicity campaigns (Policy 5.1.3) will have benefits
s and recreational areas for all areas of the community
road safety, reduced road accidents which may cause haviour from education (Policy 5.1.3) may also decrease
Ip reduce congestion associated with queuing after a road
lentified.
road accidents which cause congestions and idling
potential reduction of road accidents which cause

been identified.

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

rable in Ensuring transport ocounty		cooment				
LTP Policy Theme	5.2 Ensuring T	ransport Security				
LTP Policies	Policy 5.2.1 Ad Policy 5.2.2 Im	ldressing persona proving the secur	l safety and security issues ity of public transport stops, stations and hubs			
SEA Objectives	LTP Policy	Assessment Policy 5 2 2	Summary of Effects			
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 mal 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 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 enal using public transport, taxis and private hire vehicles. Policy 5.2.1 also aims to target security enhancements through CCTV cameras at crime 'hotspor the police, community safety partnerships and the British Transport Police with regard to locations of street furniture and other assets such as littler bir 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 commu morning safety issues reducing fear of crime around transport. Policy 5.2.2. aims to work with public transport operators, police, community safety part and anti-social behaviour at stops and stations particularly for vulnerable groups. These policies can therefore improve accessibility, promote public tra- 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 netw morning safety issues reducing fear of crime around transport. Policy 5.2.2. aims to work with public transport operators, police, community safety part and anti-social behaviour at stops and stations particularly for vulnerable groups as well as encouraging operators/owners to provide suitable staff over public transport use and contribute to reducing congestion. These policies can also benefit the local economy, especially the night-time economy, by h 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 m 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 shops rather than routes in isolated areas will further promote these sustainable modes of transport. Therefore, for Policy 5.2.1, a moderate positive efforts and by making these modes of transport.			
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 these are often perceived as a hiding location. There are likely to be indirect minor positive effects on the protection and enhancement of biodiversity to 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 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 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 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.			

ke these transport option more attractive for users,

o reducing congestion. These policies could have the abling people to feel comfortable about walking, cycling, and ots', whilst Policy 5.2.2 aims to work with authorities such as ins, cycle racks, CCTV coverage and hostile vehicle

unity. Policy 5.2.1 addresses evening, night time and early rtnerships and passenger and user groups to tackle crime ransport use and contribute to reducing congestion but can

works. Policy 5.2.1 addresses evening, night time and early therships and passenger and user groups to tackle crime ersight of facilities. These policies can therefore promote helping people to make the journeys they want, when they

ninor positive effect. Policy 5.2.1 promotes public transport and walking routes visible to passing traffic, houses and/or affect has been identified.

d high growing shrubs and bushes close to walkways, as through reduced usage of private cars on the roads from

is is likely to negligible therefore a neutral effect has been

private car use. Policy 5.2.2 promotes the use of public

private car use. Policy 5.2.2 promotes the use of public

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 P	olicy Assessm	ent		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 inequalitie transport system and services to health facilities for vulnerable groups. Policy 6.1.1, 6.1.3, to increase accessibility for a range of groups. Policy 6.1.1 supports community transport will particularly help rural communities and the elderly. Policy 6.1.3 transport and movement mobility impaired persons and particularly looks at improving links to hospitals and health or accessible transport information, so that more people and groups are aware of the services are not accidently 'designed out' of being able to access transport and that accessibility, so
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	0	0	0	0	0	The policies are focussed on improving accessibility for mobility impaired and vulnerable g 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, e accessibility for all particularly vulnerable groups who may face barrier to accessing facilitie help fill the gaps in public transport provision. This will particularly help rural communities a educational facilities for vulnerable children. Policy 6.1.3 transport and movement is access impaired persons and particularly looks at improving links to hospitals and health care facil transport information, so that more people and groups are aware of the services they can accidently 'designed out' of being able to access transport and that accessibility, social inc
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 g of the transport network. However, they will facilitate vulnerable groups access to employn
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 g 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 g 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 g 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 g 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 g 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 g 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 g 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 g 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 g negligible and therefore, effects on GHG emissions are likely to be negligible.

ies between groups through increasing accessibility of the , 6.1.4, and 6.1.5 will have major positive effects as they aim which will help fill the gaps in public transport provision. This ent is accessible for all including vulnerable groups and care facilities. Policy 6.1.4 aims to increase provision of es they can use. Policy 6.1.5 aims to ensure certain groups accial inclusion and quality of life is improved for all.

groups. Therefore, modal shift from car to public transport is

employment and recreational areas through increasing ies. Policy 6.1.1 supports community transport which will and the elderly. Policy 6.1.2 aims to improve access to ssible for all including vulnerable groups and mobility ilities. Policy 6.1.4 aims to increase provision of accessible use. Policy 6.1.5 aims to ensure certain groups are not clusion and quality of life is improved for all.

groups. They are unlikely to affect the reliability or efficiency ment which may benefit the economy.

groups. Modal shift from car to public transport is likely to be

groups. Modal shift from car to public transport is likely to be

groups. Modal shift from car to public transport is likely to be

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groups. Modal shift from car to public transport is likely to be

SEA Objectives	LTP Policy Assessment					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 g 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 e which utilises current infrastructure and monitoring the vehicle fleet for transportation of vul and maintenance. The other policies are unlikely to affect this objective.

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.

groups. Modal shift from car to public transport is likely to be

existing infrastructure through use of community transport Ilnerable children, to ensure standards of roadworthiness

#### Table 13: Transport Pricing and Affordability – Policy Assessment

TP Policios Policy 6.2.1: Improve our public transport to provide an affordable alternative to the car	LTP Policy Theme	
Policy 6.2.2: Increase the affordability of travelling by bus and rail	LTP Policies	

SEA Objectives	LTP Policy A	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 inequalities in certain areas as there will be better access to public transport for deprived communities. These policies are likely to benefit th Improved affordability of public transport may potentially reduce the number of car trips required, reducing the amount of vehicular emission improved air quality.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	0	0	There is unlikely to be effects on the health and safety of the transport network, therefore a neutral impact has been identified.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	+++	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 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 increase 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.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	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.
<ol> <li>Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk</li> </ol>	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 tran on GHG emissions from the increased affordability of public transport, with a greater likelihood of reduction in GHG emissions from reduced
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.

the affordability of public transport will help reduce he health and wellbeing of communities.
n, having a minor positive effect indirectly on health from
d the network, hence major positive effect. Policy 6.2.2 will
ed affordability, therefore a major positive effect is
sport mode, while a moderate positive effect is expected d private car use.

#### Table 14: Access to Education and Key Services - Policy Assessment

LTP Policy Theme	6.3 Access to E	ducation and Ke	y Services				
LTP Policies	Policy 6.3.1 Acc Policy 6.3.2 Acc Policy 6.3.3 Dig	Policy 6.3.1 Access to education Policy 6.3.2 Access to non-emergency health and social care, and other key services and amenities Policy 6.3.3 Digital inclusion					
SEA Objectives	LTP F	Policy Assess	ment	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 p potentially reduce health inequalities. The policy also aims to encourage active and sustainable modes of transport which can improve through Policy 6.3.2 as it is likely to increase inclusion in access to key services, including healthcare, which will likely improve health inclusion through online services (Policy 6.3.3) is also likely to improve health and reduce inequalities as more people will be able to			
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 sture other two policies will have an effect on the health and safety of the transport network.			
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	++	+	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 in 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 opport is health improvements through increased access to healthcare, there are also potential benefits for the labour market. Policy 6.3.2 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 and 6.3.2 will deliver increased access to education, healthcare and other key services through the public transport network. There is 6.3.2 as it aims to support measures such as car share and cycle buddy networks which promote inclusion. Increasing digital inclusive 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. P 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 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 improve air quality through potentially the reducing the need for individuals to travel to access information. A minor positive impact has			
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 freduce GHG emissions as more people will be able to access information online rather than travelling. A minor positive impact has the			
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.

positive effects for the health of these individuals and ve health. There is potential for moderate positive effects h and reduce inequalities, particularly in rural areas. Digital access information and potentially make healthier choices.

idents which could lead to safer cycle travel. It is unlikely the

ncluding education and healthcare. Policy 6.3.3 will increase

rtunities could increase the labour market. In addition, if there is also is likely to benefit the local economy as there is

es which could reduce congestion. It is likely that Policy 6.3.1 is also potential for congestion to be reduced through Policy vity (Policy 6.3.3), has the potential to reduce the need for

Policy 6.3.3 has the potential to reduce the need to travel and

these policies. However, it is likely that these will be

s in local air quality. Policy 6.3.3 also has the potential to as therefore been identified for all three policies.

forms of transport. There is also potential for Policy 6.3.3 to herefore been identified for all three policies.

#### 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 Assessm	ent	Summary of Effects				
	Policy 6.4.1	Policy 6.4.2	Policy 6.4.3	—				
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	+	+	All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport an travel. Therefore, long-term minor positive effects are likely for health due to reduced emissions associated with transport.				
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	+	+	All the policies promote new transport technologies. These are likely to promote sustainable low and zero forms of transport travel. Therefore, long-term minor positive effects are likely for health and safety due to a potential reduction in vehicle journ				
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	+	++	Policy 6.4.1 and 6.4.2 promote new transport technologies. In the future these are likely to open up new alternatives modes alternatives modes. Policy 6.4.3 specifically mentions promoting the benefits of new transport technology to improve the connectivity of rural and is likely to have moderate positive effects on improving accessibility.				
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	+	+	All the policies promote new transport technologies which may indirectly benefit the economy in the long-term from an improve				
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 an travel.				
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	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 an 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 an travel. Therefore, long-term minor positive effects are likely for GHG emissions due to reduced emissions associated with transport travel.				
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.

nd smart technologies to reduce congestion and the need to

nd smart technologies to reduce congestion and the need to /s and congestions.

transport increasing transport choice and accessibility of

ess well-connected urban communities. Therefore, tis policy

ed and efficient transport network.

nd smart technologies to reduce congestion and the need to

nd smart technologies to reduce congestion and the need to

nd smart technologies to reduce congestion and the need to sport.

#### 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 Integrate new development into the Public Rights of Way network without damaging the countryside
	Policy 7.1.5 Make available high quality, definitive information, maps and records on the network
	Policy 7.1.6 Ensure the network is complete to meet the needs of today's users and land managers
	Policy 7.1.7 Support better land and waterway management

SEA Objectives	Ves 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 wellbe green space, and paths for walking and cycling, encouraging he
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 simitigation will be considered. It also aims to make networks safe concerns regarding rural crime when managing and improving r
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 o these networks connected and safe making them more accessit
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	0	0	0	0	0	0	0	The policies are unlikely to contribute to economic growth theref
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 connectivity, allowing people access to nature without using a ve
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	0	0	0	0	0	0	+	Only Policy 7.1.7 states that land management, conservation an 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 an 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 con landscape character, as well improving 'perceived' character by
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 an 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 ma therefore a minor positive effect has been identified. It is unlikely
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 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 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 new infrastructure would consider best practices and implement
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 lifes rights of way, though this is likely negligible.

eing of the population by improving access to and quality of ealthy activities along the rights of way network.

ignificant potential conflicts with motor traffic or railways that ie from crime. Policy 7.1.7 supports consideration of rights of way and access to green space and waterways.

of Way, to green space and recreational areas, and make ble and attractive for users.

fore neutral effects have been identified.

d by improving access and Public Right of Way quality and vehicle.

nd heritage will be considered when improving and

nd heritage will be considered when improving and

necting routes, may enhance the existing town and / giving green space and recreation attention.

nd heritage will be considered when improving and

anagement will consider the need for flood prevention y the remaining policies will have any effects.

s reduced through improved access and rights of way,

to climate change if vehicle use is reduced through le.

e however it is assumed any improvements to existing or t this.

span if vehicle use is reduced through improved access and

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 Promoting and Raising Awareness of Sustainable Transport Options
LTP Policies	Policy 7.2.1 Support travel plan development and implementation of travel plan measures within workplaces so that healthy, safe, low carbon travel options for commuters are actively en
	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 P	olicy Assessm	ent	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 benefits. If modal shift occurs, then there could be air quality benefits which would have po
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	0	0	0	+	0	Policy 7.2.4 promotes cycle training for children and adults. This may improve the confiden safer road environment.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	+	+	+	+	Accessibility may be improved through the promotion of car share and bike loan schemes infrastructure as part of new developments will also assist and improve accessibility to a car routes, and training is expected to increase awareness and access to sustainable modes of
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	0	0	0	0	0	While the policies will promote sustainable transport modes such as car share, cycling and 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 w initiatives such as car share schemes, and ensuring new development includes travel plan and support of cycling and walking, targeting at different age groups, and are expected to be encourage sustainable transport options, thus reducing private vehicle use and reducing reducing private vehicle use and reducing reducing the second seco
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	+	+	+	+	+	Potential for indirect benefits if modal shift occurs from private car to sustainable transport
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 res 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 resident's car pool, cycle or walk. There is also potential for improvements to air quality thr
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 sh
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 p 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.

couraged	and	suppo	rted
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cycling which are active forms of travel and will have health	۱
sitive effects for health.	

nce and competence of cyclists on the road, resulting in a

n Policy 7.2.1. Travel Plan guidance and provision of
rtain extent. Promotion and provision of walking and cycle
f transport.

walking, there is unlikely to be effects on the transport

orkplace travel planning to use more sustainable modes or
s. Policies 7.2.3, 7.2.4 and 7.2.5 all involves the promotion
have major positive effects. All the policies aim to
bad traffic and congestion.

modes.

sult of reduce cars. However, this is likely to be negligible

s are expected to be reduced should more commuters and rough driver training as part of Policy 7.2.5 shift to sustainable modes of transport.

provision of information. This should help maximise the use

#### 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 Rec Policy 7.3.2: Re Policy 7.3.3: Imp Policy 7.3.4: Inc Policy 7.3.5: Inc	tion, training and promotion hsport options and developing green infrastructure s / amenities al activities					
SEA Objectives		LTP F	Policy Assessm	nent		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 ensure cycle and footpaths are comprehensive. This promotion of active modes of transport will the to reduce air pollution, Policy 7.3.4 aims to improve access to healthcare. These all have the poten Minor positive effects are anticipated for Policy 7.3.3 as it aims to make the transport network safer 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 promothrough policies. These are likely to improve the safety of the transport network. Policy 7.3.5 also a	
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 service accessibility. Policy 7.3.4 and 7.3.5 aim to support access to key services including health care, an 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 affordabil likely to contribute to economic growth as residential areas will be more connected to walking and c can potentially access employment easier. Increasing access to health care (Policy 7.3.4) may also 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 red aim to increase accessibility to key services and wider opportunities for all which will potentially be do this by increasing digital access to health therefore potentially reducing the need to travel. It is u	
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 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 pul 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 walking and cycling are given priority when developing streets and roads. Air quality improvements 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 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	
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 a also aims to promote active and sustainable modes of transport which is likely to improve air quality improvements to accessibly is achieved through public transport. It is not anticipated that Policy 7.3	
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 promot sustainable transport modes as part of Policy 7.3.1 will also likely reduce GHG emissions. Policy 7. GHG emissions if improvements to accessibly is achieved through public transport. It is not anticipa	
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 anticip	
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 improved. However, this is likely to be negligible therefore neutral effects have been identified.	

s, promote healthy lifestyles for all demographics and erefore likely have positive health effects. Policy 7.3.2 aims ntial for moderate positive effects on health and wellbeing. r, and Policy 7.3.5 as it aims to increase accessibility to

ote a safe systems approach and deliver transport security aims to promote a safe network for all.

es as well as to public transport, therefore improving nenities, employment and social activities. Policy 7.3.2 may

ility and accessibility to employment. Policy 7.3.1 is also cycling routes as well as to public transport meaning they o indirectly benefit the economy. Policy 7.3.2 may support

duce road traffic congestion. Policy 7.3.4 and 7.3.5 both via the public transport network. Policy 7.3.4 also aims to unlikely that Policy 7.3.3 will have any effects.

cars on the road by promoting active and sustainable

blic realm. However, the remaining policies are unlikely to

c realm. Policy 7.3.1 may have benefits for the townscape if s as part of Policy 7.3.2 could also have benefits for the

be negligible therefore a neutral impact has been

t has been identified.

is likely to have major benefits for air quality. Policy 7.3.1 y. Policy 7.3.4 and 7.3.5 may also improve air quality if 3.3 will have any effects.

te low emissions vehicles. The promotion of active and '.3.4 and 7.3.5 may also reduce the region's contribution to ated that Policy 7.3.3 will have any effects.

pated for any of the policies.

f transport, longevity of existing infrastructure should be

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.

#### Table 19: Reducing Noise Pollution - Policy Assessment

LTP Policy Theme	7.4: Reducing noise pollution							
LTP Policies	Policy 7.4.1 Monitoring and reducing noise pollution from the road network							
	Policy 7.4.2 Monitoring and reducing noise pollution from airports							
	Policy 7.4.3 Monitoring and reducing noise pollution from the railway network							
	Policy 7.4.4 Monitoring and reducing noise pollution from construction							

SEA Objectives		LTP Policy	Assessment		Summary of Effects
	Policy 7.4.1	Policy 7.4.2	Policy 7.4.3	Policy 7.4.4	_
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	+	+	+	Noise is recognised to have negative effects on health and wellbeing through disturbance. All four policies will transport which has the potential to have positive effects on health and wellbeing. Policy 7.4.1 will also promote air quality and active modes of travel, therefore resulting in benefits on health.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	0	0	0	Policy 7.4.1 has the potential to reduce the number of vehicles on the road by supporting sustainable and acting the road network. There is not anticipated to be any effects on the health and safety of the road network as a network as a network.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	0	0	0	There is not anticipated to be any improvements to the accessibility to key services as a result of the policies.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	0	0	0	There is not anticipated to be any effects on the local economy as a result of the 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	Policy 7.4.1 has the potential to reduce congestion by promoting active and sustainable modes of transport fo anticipated to be any effects on road traffic and congestion as a result of Policies 7.4.2, 7.4.3 and 7.4.4.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	+	+	+	All four policies have the potential to result in indirect benefits to biodiversity through reduce noise and disturb
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	0	0	0	Reduced noise effects could prevent disturbance effects to the setting on historic environment assets, however
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	+	+	+	There is potential for positive effects as a reduction in noise effects from transport will likely improve the settin
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 is not anticipated to be any effects on soils as a result of the policies.
10. Protect and enhance the quality of the water environment	0	0	0	0	By reducing the number of vehicles on the road, through promoting sustainable and low-emission travel, Polic water environment. However, effects are likely to be insignificant therefore a neutral effect has been identified environment as a result the other policies.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	0	0	0	Given the policies are not resulting in any new transport infrastructure, it is not anticipated there will be any eff
12. Protect and improve local air quality, particularly in the AQMAs	++	0	0	0	Policy 7.4.1 has the potential to improve air quality as it promotes the use of electric vehicles and other sustair reduction in vehicles on the road and therefore emissions. The policy also aims to support having 'click and co the need for additional journeys by both delivery driver and customers. There is not anticipated to be any effect 7.4.4.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	0	0	0	Policy 7.4.1 has the potential to reduce GHG emissions as it promotes the use of electric vehicles and other s reduction in vehicles on the road and therefore emissions. The policy also aims to support having 'click and co the need for additional journeys by both delivery driver and customers. There is not anticipated to be any effect 7.4.3 and 7.4.4.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	0	0	0	There is not anticipated to be any effects on climate change vulnerability as a result of the policies.
15. Maximising the use and lifespan of existing transport infrastructure	0	0	0	0	There is not anticipated to be any effects as a result of the policies.

vill likely lead to a reduction in noise emissions from note the use of electric vehicles which will likely improve

ctive modes therefore potentially improving the safety of a result of Policies 7.4.2, 7.4.3 and 7.4.4.

for the distribution of goods and services. There is not

rbance effects.

ever this is likely to be negligible.

ting on both the landscape and townscape.

licy 7.4.1 has the potential to have indirect benefits on the ed. There is not anticipated to be any effects on the water

effects on flood risk.

tainable modes of transport. This will likely lead to a collect' hubs at park and ride sites which will likely reduce fects on air quality as a result of Policies 7.4.2, 7.4.3 and

r sustainable modes of transport. This will likely lead to a collect' hubs at park and ride sites which will likely reduce fects air on GHG emissions as a result of Policies 7.4.2,

All four policies are likely to have a positive effect on health and wellbeing given the link between health and noise emissions. Policy 7.4.1 has aims to promote sustainable modes of transport, including electric vehicles, which is likely to improve air quality and through the promotion of active travel there will likely be direct benefits on health. By reducing the number of journeys required and the number of vehicles on the road, the health and safety of the road network will likely be improved alongside reduced congestion and GHG emissions as a result of Policy 7.4.1. All four policies will likely have an indirect benefit on biodiversity by reducing noise emissions and disturbance. There is not anticipated to be any effects on the accessibility to key services, economic growth, soils, the water environment, flood risk, climate change vulnerability or on the use and the lifespan of the existing transport network as a result of any of the four policies.

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

LTP Policy Theme	8.1 Improving	Air Quality				
LTP Policies	Policy 8.1.1 Re Policy 8.1.2 Ke Policy 8.1.3 Im	educing vehicle e eeping emissions proving public he	missions low in the future ealth			
SEA Objectives	LTP F	Policy Assess	ment	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 investigating the potential for a Clean Air Zone in Cambridge City centre and the feasibility of pricing mechanisms encouraging a reduct well as investigating the feasibility of local bus/coach operators switching to electric/hybrid vehicles. Policy 8.1.2 is expected to improve new air quality/planning policies in the area's Air Quality Action Plans such as Health Impact Assessments at the pre-application stage to provide public information campaigns about the health impacts of air pollution and monitor air quality at key locations to develop and also aims to encourage schools to develop Travel Plans which will likely have positive effects on air quality around schools. Policy 8.1.2 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 ne may have minor benefits as it supports sustainable transport provision which could increase accessibility through different transport m		
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 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 deliverin through monitoring air quality at key locations to implement effective Air Quality Action Plans and developing new planning policies that developments to aid decision makers during the planning application process for major infrastructure developments that have the pote transport networks whilst maintaining a high level of air quality. Policy 8.1.3 will help ensure a healthy workforce, contributing to the loc		
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 operators and the feasibility of converting services to electric/hybrid vehicles in the area, incentivised schemes for cycle delivery for ap conditions requiring low emission taxis. Policy 8.1.2 is still expected to have a positive effect and procure low emission vehicles for the promotion of sustainable modes of transport and alternatives to private car use compared to Policy 8.1.1. Policy 8.1.3 supports sustain 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 priva 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		
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 ne		
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 roa 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 encount transport (such as low emission taxis, cycle delivery and 'click and collect' facilities away from town centres) through developing licens incentivised schemes reducing the impacts within AQMAs. The policy is also investigating the potential for a Clean Air Zone in Cambrid AQMAs within the Combined Authority Area. Policy 8.1.2 aims to protect and improve the local air quality through monitoring and plan current air quality at key locations, developing and implementing more effective Air Quality Action Plans are key aims of this policy. Powerschemestre 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 delivery and 'click and collect' facilities away from town centres) through developing licensing conditions, pricing mechanisms and ince emissions and numbers high polluting vehicles, particularly within a potential Clean Air Zone for Cambridge city centre. Policy 8.1.2 air		

#### Table 20: Improving Air Quality – Policy Assessment

ort such as use of bikes or electric cars and action in the usage of high pollution vehicles as ye the health of the population by developing e for major developments. The policy also aims d implement effective Air Quality Action Plans. It .3 aims to improve public health through

eutral impact has been identified. Policy 8.1.3 nodes.

K & Rides sites it would reduce the requirement ing a reliable and efficient transport networks at require Health Impact Assessments for major ential to deliver new reliable and efficient cal economy.

ric car/taxi and/or bikes, local bus and coach ppropriate services and develop licensing e local council fleets, however there is less nable transport modes which may help reduce

ate cars on the roads. Policy 8.1.3 is unlikely to

has been identified.

eutral impact has been identified.

ads. However, given these are likely to

urage low emission and sustainable modes of sing conditions, pricing mechanisms and idge city centre, one of the seven traffic related ning policy improvements. Monitoring of the plicy 8.1.3 supports sustainable transport modes

s of transport (such as low emission taxis, cycle centivised schemes reducing the impacts of GHG ims 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		Policy 8.1.3	
				through monitoring and planning policy improvements. Monitoring of the current air quality at key locations, developing and implementir help reduce the Combined Authority area's contribution to climate change. Policy 8.1.3 supports sustainable transport modes which ma
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

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.

ng more effective Air Quality Action Plans to ay help reduce GHG emissions from transport.

e mode/type of travel.

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

Table 21: Protecting Our Natural Envir	ronment – Po	licy Assess	ment				
LTP Policy Theme	9.1 Protecting Our 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 Asses	sment	Summary of Effects			
	Policy 9.1.1	Policy 9.1.2	Policy 9.1.3				
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	++	++	All the policies have a moderate positive effect to improve health through promoting sustainable modes of transport such as improven sustainable, active travel, particularly for short journeys, in both urban and rural areas, as well as environmentally sustainable access environment more accessible for all areas of the community.			
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	+	++	Policy 9.1.3 has a moderate positive effect by integrating the public Rights of Way network with the wider transport system, introducin framework for an effective non-motorised transport network. By improving these areas, it will reduce the usage of private cars and sub 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 a			
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	+++	+++	Policy 9.1.1 has the potential to have a moderate positive effect on improving accessibility to recreational areas through transport serv and maintenance. Policy 9.1.2 and Policy 9.1.3 have a major positive effect on improving accessibility to recreational areas for local re seeking input from key stakeholders such as Local Access Forums or improving the green infrastructure network of multiple accesses lanes and greenways.			
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	++	++	++	All three policies provide a moderate positive effect on supporting and contributing to the local economic growth by promoting differen cars and providing access to the natural environment.			
<ol> <li>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</li> </ol>	+++	+++	+++	All three polices promote sustainable modes of transport through development of the public Rights of Way, or quiet lanes, improving a the natural environment for both local residents and visitors in both rural and urban settings. Also, through involving stakeholders such improving public access for open air recreation and enjoyment within scheme development it will reduce the road traffic.			
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	+++	++	++	All three policies aim to promote sustainable modes of transport which shall reduce the usage of private cars. This will protect and enlimplement the correct and timely use of SEA and HRA to consider the protection and enhancement of the natural environment includi 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 and enhance the environment this is in reference to the natural environment. The build environment in covered under a different polic			
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 envi natural environment through green corridors and public Rights of Way or involving key stakeholders to ensure public accesses to ope Increased footfall to countryside areas may affect the tranquility 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 initiat asset management and maintenance. Policies 9.1.2 and 9.1.3 aim to create environmentally sustainable accesses to the natural environmentality 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 p and highway and asset management and maintenance. Policy 9.1.2 and 9.1.3 promote the use of sustainable modes of transport, esp private car usage. This has the potential to positively affect the water environment, however these are likely to be indirect and negligit			
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 Deve 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 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 sustaina 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. Impro 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 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 partic both in rural and urban areas. These policies all have a minor positive effect on reducing the vulnerability to climate change by increase 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 prome emphasis on non-motorised methods which will help reduce the impacts on the transport infrastructure.			

ments to the public Rights of Way to provide a means of to the natural environment. Whilst also making the natural

ng quiet lanes and other corridors to provide an essential bsequently reduce the number of accidents. Policy 9.1.1 and also reduce the number of cars, resulting in fewer accidents.

rvices and operations, and highway and asset management residents and visitors in both urban and rural settings through to recreational areas through new Rights of Way or quiet

nt modes of sustainable transport instead of private use of

accessibility to the green spaces and sustainable access to ch as Local Access Forums to advice the Local Authority on

hance the biodiversity. However, Policy 9.1.1 does aim to ling geodiversity and biodiversity. Increased footfall to

ct has been identified. Although Policy 9.1.1 aims to protect cy theme.

rironment (Policy 9.1.1) or by improving accesses to the en air recreation are included in the development of schemes.

tives, transport services and operations and highway and ironment which could potentially have a positive effect on the

projects and initiatives, transport services and operations specially if non-motorised, therefore resulting in a reduction of ble therefore neutral effect identified.

elopment Plans therefore a major positive effect has been y improving green infrastructure which can act as natural

able modes of transport other than public transport such as

oving accesses to the natural environment (Policies 9.1.2 usage as well as motorised public transport. All three

cular the sustainable accesses to the natural environment asing the permeable areas and subsequently reducing

noting sustainable modes of transport, with particular

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 tranquility 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 22: Enhancing our built environments and protecting our historic environments – Policy Assessment

I TP Policy Theme	9.2 Enhancing our built environr	nents and protecting our historic environments
LTP Policies	Policy 9.2.1 Work with our local	highway and planning authority partners to enhance and protect our built and historic environment
SEA Objectives	LTP Policy Assessment Policy 9.2.1	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	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 heat through improving strategic pedestrian routes and reducing private car usage in the built environment will improve air quality and noise quality benefitin 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 ne 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 als 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 improving pedestrianised travel within the built environment. Transport forms an integral part of the built environment, and the built environment can su 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
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 ped- 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 sympather specific challenges relating to the built environment in market towns and recognises and supports innovation and future mobility patterns, which are key 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 that is sympathetic to the local character, but also consistent across multiple urban realms. It also aims to include a proportionate assessment of any implanning and major scheme appraisal.
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 pr
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 econom
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 econom 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 in 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 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.

health, social and cultural wellbeing of the community, iting the local residents. This consistent approach should
e number of cars on the roads, indirectly reducing the
also the destinations of those routes such as a mixed-use
onment to support tourist activity in the market towns, support quality of life through planning, design, management ne local economic growth.
edestrianised routes. By improving the urban realm there is
thetic to the local history. The policy also considers the key for encouraging tourist activity within historic areas such
ned at supporting health, social and cultural wellbeing in a way impacts on townscape and landscape within transport
n.
I protection.
omy. Therefore, having benefits for air quality.
omy. Therefore, having benefits for GHG emissions
e impacts of climate change. A moderate positive effect has

the local historic character, however the policy supports and

#### G.10 Objective 10: Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

#### Table 23: 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		ent	Summary of Effects
	Policy 10.1.1	Policy 10.1.2	Policy 10.1.3	_
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	++	++	Policy 10.1.1 aims to use new technology such as electric vehicles to reduce environmental impacts of transport which is likely Policy 10.1.2 directly focuses on reducing transport emissions which will have benefits for health. Policy 10.1.3 encourages us which promotes active and healthy lifestyles. It may also result in improvements to air quality which could have positive effects
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	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 mod 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 positive effects as enabling sustainable alternatives to the private car may increase the range of accessible transport options. To have good sustainable transport links and mixed uses that reduce the need to travel by motorised transport.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	+	+	All the policies encourage a move away from petrol/diesel transport to cleaner more sustainable alternatives which will contribu attractive to investors and businesses.
<ol> <li>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</li> </ol>	+	÷	+++	Policy 10.1.1 and 10.1.2 may indirectly reduce car use through use of new technologies or measures to reduce transport emiss vehicles won't reduce road traffic and congestion. Policy 10.1.3 is likely to have major positive effects are it is directly about encincluding reducing the need to travel.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	+	+	+	There are likely be indirect positive effects on biodiversity from a reduction of transport related emissions resulting from these p Environmental Management Plans (CEMPs) on major transport projects. Measures included in the CEMP are likely to reduce p 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 a Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Met the historic environment during construction works, therefore, providing short-term protection.
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	0	+	0	Reducing emissions from transport may have long-term positive effects on the setting of the landscape character, however, at Policy 10.1.2 encourages the use of Construction Environmental Management Plans (CEMPs) on major transport projects. Me landscape during construction works, therefore, providing short-term protection.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	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 Measures included in the CEMP are likely to reduce pollution risk and effects on soils during construction works, therefore, pro
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 transport projects. Measures included in the CEMP are likely to reduce pollution risk and effects on water quality during constru
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 portransport. Policy 10.1.2 is likely to have major positive effects as it is directly about reducing transport emissions in a range of s
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 portransport. Policy 10.1.2 is likely to have major positive effects as it is directly about reducing transport emissions in a range of s
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

y to have air quality benefits and associated health benefits. Istainable transport modes including walking and cycling s on health.

al shift away from the private car which may reduce the

ct accessibility. Policy 10.1.3 is likely to have moderate The policy also recognises the need for new development

ute to a low carbon economy and may make the area

sions but switching from petrol/diesel vehicles to electric couraging sustainable alternatives to the private car

policies. Policy 10.1.2 encourages the use of Construction pollution risk and effects on ecology during construction

the individual policy level these are considered negligible. easures included in the CEMP are likely to reduce effects on

the individual policy level these are considered negligible. assures included in the CEMP are likely to reduce effects on

Management Plans (CEMPs) on major transport projects. viding short-term protection.

n Environmental Management Plans (CEMPs) on major uction works, therefore, providing short-term protection.

ositive effects on reducing emissions associated with sectors and modes.

ositive effects on reducing emissions associated with sectors and modes.

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 24: 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 Policy 11.2: Ensure that new developments provide a high-quality walking environment

SEA Objectives	LTP Policy Assessment		Summary of Effects	
	Policy 11.1	Policy 11.2		
1. Improve the health of the population and reduce health inequalities between areas and groups	+++	+++	Policy 11.1 aims to promote walking for short distance trips, improve facilities and connectivity for pedestrians, work walking as a means to prevent and treat related conditions. Policy 11.2 also aims to ensure that all new development pedestrian networks. This is likely to have major positive effects on health.	
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	++	++	Improved pedestrian links are expected to establish a safer environment for walkers, hence reducing potential accide infrastructure a priority to ensure safety.	
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	++	There is likely to be improved connectivity for walking trips therefore increasing accessibility.	
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	+	Potential minor indirect effects should modal shift of short distance journeys to walking, reducing congestion for com	
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 development walking as alternative mode of transport. This could potentially reduce the need to travel by car, particularly for short	
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	+	+	There is potential for indirect positive effects on biodiversity though reduced car journeys, therefore a minor positive	
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	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	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	The policies are unlikely to affect soils.	
10. Protect and enhance the quality of the water environment	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	The policies are 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 sho 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 sho 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	0	The policy is unlikely to affect vulnerability to climate change.	
15. Maximising the use and lifespan of existing transport infrastructure	0	0	The policy will likely promote walking therefore reducing the use of cars. This could indirectly reduce the wear and te However, this is likely to be negligible therefore a neutral impact has been identified.	

#### Summary:

Considering the aim of Policy 11.1 and Policy 11.2 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.

with public health teams to encourage nts include attractive and well-designed lents. The policy aims to make maintenance of pedestrian nmuters. nents and improved public realm will likely promote t journey, therefore reducing road traffic and congestion. effect has been identified. ort journeys are expected to reduce, thereby reducing ort journeys are expected to reduce, thereby reducing

ear of roads and increase the lifespan of the road network.

#### Table 25: Cycling – Policy Assessment

LTP Policy Theme	12 Cy	cling						
LTP Policies	Policy 12.1: Enhance and expand cycling infrastructure across Cambridgeshire and Peterborough, including connecting links to surrounding towns, villages and rural areas Policy 12.2: Provide secure, conveniently located cycle parking that meets demand Policy 12.3: Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and to key destinations Policy 12.4: Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors, including the uptake of new cycle technologies Policy 12.5: Embed cyclists needs in the design stage of new transport infrastructure							
SEA Objectives				LTP	Policy As	sessment 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 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 health. Policy 12.2 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 12.1and 12.3 encourage safety through design and cycle segregation. This is likely to help reduce conflicts between cycl aims to ensure cycling parking is secure which will help to reduce crime related to bicycle theft. Policy 12.4 promotes cycle train to contribute to improved road safety. Policy 12.5 aims to include the consideration of cyclists' needs at the design stage which will be the consideration of cyclists' needs at the design stage which we can be considered to be considere		
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 Poli therefore moderate positive effects have been identified. Policy 12.2 is likely to lead to the increased connectivity of market town		
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	0	+	++	+	Policy 12.4 has the potential to lead to economic growth as it aims to support campaigns such as freight bikes which could reduce would also help relieve congestion in town centres making deliveries more efficient. It also aims to promote cycling for tourists we and 12.2, 12.5 could increase access to employment through enhanced transport connectivity therefore contributing to economic 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 reduct 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 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 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 conventiona and walking. Policy 12.2 will likely also lead to an increased uptake of cycling however this is not anticipated to be as significant a		
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 as significant an effect.		
<ol> <li>Reduce vulnerability to climate change by minimising the risk of flooding and</li> </ol>	0	0	0	0	0	The policies are unlikely to affect vulnerability to climate change effects.		

effects from other climate hazards

es such as affordable e-bikes

s, increasing associated health benefits. Policies 12.1, 12.3, ly in market towns, therefore reducing harmful emissions to

clists and other road users, increasing safety. Policy 12.2 ning and improved legibility of cycle networks which is likely will help to improve safety.

licy 12.1, 12.3, 12.4 and 12.5 will likely increase accessibility ns in particular.

ce costs for businesses and make them more competitive. It which could make the region more attractive. Policies 12.1 c growth. Policy 12.2 may have indirect effects associated

ce the need to travel by car, therefore reducing road traffic

se in cycling activities. The number of cars on the road could

is potential for this to reduce the number of cars on the road

hally fuelled private cars due to potential increase in cycling as the other policies.

e in cycling activities. Policy 12.2 is not anticipated to have

SEA Objectives				LTP	Policy Ass	Sessment 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 of the potential to decrease usage of road infrastructure by car and reduce the deterioration rate, however this is likely to be negligible

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 12.4 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 12.2 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.

use of cycling infrastructure. All the policies will also have ble.

#### Table 26: 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 Cambridgeshire Autonomous Metro (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 affordal who travel less frequently will help people in these areas access key services. Policy 13.2 is likely to have mit traveling by public transport easier by improving the journey information available. Policies 13.3 and 13.4 are access to public transport.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	+	+	+	All the policies aim to make public transport more accessible, attractive and reliable. Where modal shift occu 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. Me structure are likely to improve access for vulnerable groups. Policies 13.3 and 13.4 are likely to have major b major transport hubs, creating small rural hubs close to existing transport corridors, and new park and ride fa 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 reliable and efficient transport system, facilitating economic growth. Policy 13.3 and 13.4 are about improving ride facilities with CAM and local transport networks. These measures are likely to improve accessibility of puprivate car, reducing congestion and delivery amore reliable and efficient transport system. It will also help can 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 then there will be a reduction in traffic and congestion. Policy 13.3 and 13.4 are about improving multi-modal with CAM and local transport networks. These measures are likely to improve accessibility of public transport policies will also help relieve congestion around the city centre associated with current park and ride sites be
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	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 depending where the new park and ride sites are located. The site selection process is likely to take ecology favoured.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	о	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 poly depending where the new park and ride sites are located. The site selection process is likely to take the historic impact the setting of historic assets or high area of archaeology potential. However, unknown archaeology consites.
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 a new park and ride sites could be located in areas of existing open green space. The site selection process are to take this into account.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	о	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 park and ride sites are located. New park and ride sites may be located on existing agricultural land or green 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 pote 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 impermeable areas into the landscape. Appropriate measures such as permeable surfacing, SuDS will be re-
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 then there will be benefits for air quality associated with reduced emissions from the private car. Policy 13.3 a and integrating park and ride facilities with CAM and local transport networks. These measures are likely to in modal shift away from the private car, thus reducing transport related emissions and benefiting air quality. 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 then there will be GHG emission reductions. Policy 13.3 and 13.4 are about improving multi-modal transport and local transport networks. These measures are likely to improve accessibility of public transport and facilit transport related GHG emissions. The policies will also help relieve congestion around the city centre associat the centres, thus reducing GHG emissions.

able and integrated ticketing system, especially for those ninor positive effects as it promotes measures to make e likely to have moderate benefits through increase

urs, especially in towns and city centres this is likely to

easures such as integrated ticketing and a clearer pricing benefits for accessibility. Measures such as improving acilities along key highway corridors will help increase

port more accessible and attractive and deliver a more ng multi-modal transport hubs and integrating park and public transport and facilitate modal shift away from the connect rural or less well-connected city areas opening up

bort more accessible and attractive. If modal shift occurs, al transport hubs and integrating park and ride facilities rt and facilitate modal shift away from the private car. The eing too close to the centres.

e potential to affect biodiversity and geodiversity / into account and sites with low ecological value

otential to affect the historic environment and archaeology toric environment into account and favour sites that won't could be uncovered when developing the park and ride

affect the landscape depending on the site chosen as and park and ride site design such as screening will need

ls/greenfield/agricultural land depending where the new nfield land. The site selection process will need to take

ential to affect the water environment from contaminated

ct flood risk as new park and ride sites may introduce equired to ensure flood risk is not increased.

bort more accessible and attractive. If modal shift occurs, and 13.4 are about improving multi-modal transport hubs improve accessibility of public transport and facilitate the policies will also help relieve congestion around the hs.

bort more accessible and attractive. If modal shift occurs, t hubs and integrating park and ride facilities with CAM litate modal shift away from the private car, thus reducing siated with current park and ride sites being too close to

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 previous greenfield land will increase run-off rates. This combined with severe rainfall events associated with Appropriate measures such as permeable surfacing, SuDS will be required to ensure flood risk is not increas 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 a interchanges which will make them more user-friendly encouraging and maximising their use.

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.

al to effect resilience as new hardstanding areas on th climate change will exacerbate flooding issues. used and should be designed to account for future climate

aims to deliver improvements to major transport

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LTP Policy Theme	14 Rural Transport Services						
LTP Policies	Policy 14.1: Ex Policy 14.2: We Policy 14.3: Su	plore different me ork with operators pport local comm	chanisms to help to develop a freq unity transport, fu	deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakehold uent, attractive rural bus network, forming the backbone of the rural public transport network Ily integrated into the rural public transport network, for communities not served by the bus or rail network			
Delivery Plan Projects	Strategic B	us Review					
SEA Objectives	LTP	Policy Assess	ment	Summary of Effects			
	Policy 14.1	Policy 14.2	Policy 14.3				
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	++	++	All three policies aim to increase connectivity in rural areas through improving public transport links. Policy 14.3 also aims to promo services are not feasible. Physical and mental health of individuals may therefore be improved as otherwise they would not be able aims to promote community car schemes which could foster relationships and have positive effects on social wellbeing.			
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	+	+	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 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 identified. By implementing the outcomes of the Strategic Bus Review it is likely this will be achieved as there will be a more reliable benefit from these policies in particular. Where traditional bus services are not feasible, Policy 14.3 aims to promote DRT so those of 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 opportunities. By implementing the recommendations from the Strategic Bus Review, there is potential there will be more value for potential benefits for organisations which can deliver the DRT services and the introduction of demand responsive services such as 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	++	++	++	All of the policies are likely to reduce the reliance of private cars by promoting public transport therefore reducing road traffic conger 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 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 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 transp 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 transpor 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 re-			
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 r effect has therefore been identified.			

Summary:

lers

ote demand-responsive transport (DRT) where traditional bus to access key services or social activities. Policy 14.2 also

. However, if there is better public transport options in rural

/ by public transport therefore major positive effects have been e bus network. Those without access to a car are likely to communities are able to stay connected to a wider area via

to a car, are more likely to be able to access employment money for those using bus services. Policy 14.3 also has s Chariot and UberPOOL could also potentially create

estion. The car sharing schemes which are to be promote via

rt resources. This will likely reduce the reliance of private cars

, this is likely to be negligible therefore a neutral impact has

port resources will also reduce the need for individual car

rt resources will also reduce the need for individual car

silience.

network and vehicles in a sustainable way. A minor positive

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 28: 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 freq 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			
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	++	++	Policy 15.1 aims to promote and improve the bus network which may result in a reduction in the number of vehicle journeys, aims 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 imprime improved public transport, pollution charge, and car restrictions in certain areas. These are likely to lead to an improvement in air of Improved bus networks are likely to increase accessibility which may enhance the mental and social wellbeing of residents, particularly and the social wellbeing of residents, particularly and the social wellbeing of the social well		
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	+	+	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 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 wider community. The establishment of the Cambridge Autonomous Metro (CAM) as part of Policy 15.2 will improve accessibility a centre, which will allow people to move more efficiently to key services, recreational areas and employment locations. Policy 15.3 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 frequer part of Policy 15.2 will support local economic growth and competitiveness through delivering reliable and efficient transport network key business destinations outside of the centre. Policy 15.3 aims to reduce congestion, particularly in cities, which is likely to help 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 transport. Policy 15.3 recognises that providing alternatives to car travel may not completely alleviate congestion and will therefore instruments, to help tackle this issue.		
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	+	?/	+	Through potentially reducing the number of cars on the road, Policy 15.1, 15.2 and 15.3 may have indirect positive effects on biod infrastructure which depending on location may have negative effects on biodiversity and geodiversity. It has the potential to impar crosses the Cambridge Greenbelt. However, it will make use of existing busways as well as new routes, and the route selection primitigation 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 I scheduled monuments within 100m; multiple conservation areas and multiple registered parks and gardens are within close proxir addition, there is potential for impacts on buried archaeology. However, effects are dependent on the exact route chosen and the 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 charac the route. There is also likely to be disturbance to the townscape of the city during construction phase of the CAM as tunnelling is		
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 larg dependent on the exact route chosen and the route selection process is likely to take soils into consideration and project level miti		
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 polic as part of Policy 15.2 could result in contaminated run-off which will negatively affect the water environment. The route for the CAI 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. Appro 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		
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 vehicle journeys and aims to operate with electric bus vehicles. The project passes through two AQMAs; one in Cambridge (Ref 3 through fiscal measures such as pollution charges, Policy 15.3 also has the potential to improve air quality particularly within city of the potential to improve air quality particularly within city of the potential to improve air quality particularly within city of the potential to improve air quality particularly within city of the potential to improve air quality particularly within city of the potential to improve air quality particularly within city of the potential to improve air quality particularly within city of the potential to the potential t		
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 15.3 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. climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required 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 u will be connected to existing networks which should help to maximise the overall use of public transport. No effects are anticipated		

to increase the number of low emission buses and supports rove congestion in urban areas through measures such as quality which may therefore result in health benefits. cularly those without access to a car.

risk of accidents on the road. By reducing congestion as

ility to employment and recreational opportunities for the around the Cambridge city as well as in and out of the city will likely improve accessibility through reduced congestion,

ncy of buses for workers at all times. The CAM project as orks across Cambridge city and will link the city centre with to reduce costs for businesses and help to create a more

reduce congestion and promote a more sustainable form of e aim to put in place other measures, such as fiscal

diversity. However, Policy 15.2 also aims to support new bus act multiple designated sites: including LNRs and SSSIs and process is likely to take ecology into account and project level

II\* at various locations along the route. There are multiple imity of the scheme and could be potentially affected. In route selection process is likely to take heritage assets into

cter depending on where the changes may be required along required.

ge amount of excavated material. However, effects are igation may be required.

cies, however this is likely to negligible. New infrastructure M in Policy 15.2 also crosses a number of waterbodies.

priate measures such as permeable surfacing and SuDS d Cambridge City.

on vehicles and zones. Policy 15.2 should also help reduce 311) and one for the A14 Corridor. By reducing congestion centres.

15.2 have the potential to reduce GHG emissions. Policy

. This combined with severe rainfall events associated with ensure flood risk is not increased and should be designed to

use. Policy 15.2 requires new infrastructure; however, this d for Policy 15.3.

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 29: Travelling by Coach – Policy Assessment

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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 A	Assessment	Summary of Effects
	Policy 16.1	Policy 16.2	_
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	+	The Policies are likely to have a minor positive effect on health as vulnerable individuals will likely have better access to services which cours is also potential for indirect positive effects on health through the reduction in private car usage.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	0	Policy 16.1 aims to ensure safe operation of coach services and appropriate parking provision. This may have minor positive effects for hea
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	++	It is likely both policies will improve accessibility. Policy 16.1 aims to engage with vulnerable users to determine how coach services could be increase mobility and accessibility to key services. Policy 16.2 will integrate coach services with wider public transport, improving the access 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 so network will make the region's key attractions and destinations more accessible for tourists. It will also make the region more accessible by 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 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.
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	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 infrastructure therefore unlikely to be any effects.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	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 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 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. How 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 neride 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.

uld lead to improved physical and mental well-being. There alth and safety. No effects are anticipated for Policy 16.2. be improved to serve their needs which could subsequently ssibility to the region by coach. It will also increase rervices and wider integration with the public transport *v* coach, from airports and other areas, therefore potentially or accessing designations and attractions. This is likely to

set down of passengers with minimal provision of fixed

s is likely to be negligible therefore a neutral effect has

s from other public transport modes or from increased

wever, if this shift is from other public transport modes or

etwork. Policy 16.2 will likely maximise existing park and

#### Table 30: 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 on our rural and intercity rail links to improve connectivity and capacity
Delivery Plan Projects	Peterborough Rail Station Western Access
	Cambridge South Station
	East West Railway
	Waterbeach Station Relocation
	Ely Area Capacity Enhancements (EACE)
	Soham Station
	Wisbech Rail
	<ul> <li>Regeneration of Fenland railway stations – March, Manea and Whittlesea</li> </ul>

SEA Objectives		LTP Policy A	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 through new rail links (including the Wisbech rail and the East West Rail projects). The need to use private car will lik improvements therefore improving the health of the population. The project Peterborough rail station will also include to encourage users to cycle for at least part of their journey. Accessibility to health services and social activities which wellbeing may be increased by Policy 17.3 and 17.4. Policy 17.4 also includes supporting the electrification of the rail quality and therefore result in health benefits. It is also likely that the attractiveness of rail transport for freight will be i improvements included as part of the EACE project which will also reduce the number of vehicles on the road.
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 tran will potentially be reduced, indirectly reducing the likelihood of accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	+++	+++	+++	Increased reliability of services will likely increase accessibility as users are more likely to reach their destination on t (including Cambridge South station as part of Policy 17.3) and new train links will significantly increase accessibility to Enhancing the rural and intercity links will also significantly increase accessibility. The EACE project as part of 17.4 w trains. 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 time. The new stations and new rail links as part of Policy 17.3 and improved frequencies between rural areas and cir new employment and business opportunities, particularly for those without access to a car. Policy 17.4 will also likely benefits for the local and wider economy as more goods will be able to be transported to, from and through the area. 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 ar more frequent train links therefore opening up regions that are usually most accessible by car. Overall, the policies are
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 biodivies been identified for Policy 17.1 and 17.2. The railway station enhancements (including those at March, Manea and Whete contained within the urban area and on land of the existing stations therefore there is unlikely to be any effects. Policy is the reinstatement and introduction of new railways could create a barrier effect. Although dependent of applied at the project level, the new stations may have negative effects on ecology. The Alconbury Weald station is line Cutting SSSI. Moderate negative effects have therefore been identified for Policy 17.3. Policy 17.4 has the potential for located adjacent to the Ely Pits and Meadows SSSI, however this will be depended on the exact location and extent of the statement of the existing statement will be depended on the exact location and extent of the statement is the rest locating the statement is the rest location and extent of the sta
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 during construction, for example, there is a listed building to the east of March station and the setting could be affected long-term effects are unlikely. Effects from Policy 17.3 will be dependent on the exact location of new stations and rais 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 positively and negatively). However, because these are existing stations effects are expected to be negligible. Effects location of new stations and rail routes. However, there is potential for negative effects on the landscape, as these are
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	0	0	?/	0	No effects are anticipated for Policy 17.1 or Policy 17.4. The station enhancements as part of Policy 17.2 and Policy developed land within an urban area therefore no effects are anticipated. Effects from Policy 17.3 will be dependent or routes. However, there is potential for negative effects due to loss of agricultural land. For example, there is likely to be

stations and facilities, and increased connectivity kely be reduced which may result in air quality be improved cycle facilities which has the potential h could have positive effects on health and il network which has the potential to improve air increased through Policy 17.4 and the

nsport facilities, the number of cars on the road

time. Upgraded stations and new stations to key services, employment and recreation. will also potentially lead to additional passenger

th confidence in reaching their destination on ities included in Policy 17.4 will likely open up y lead to additional freight trains which may have . Station upgrades in Policy 17.2 are unlikely to

nd 17.4 will create new train links as well as re likely to reduce road traffic and congestion.

iversity, therefore minor positive effects have (hittlesea) as part of Policy 17.2 are anticipated to Policy 17.3 may have negative effects on on the exact location and mitigation measures likely to be close to the Great Stukeley Railway for negative effects as the North Ely Junction is of works.

ve effects on the setting of nearby listed buildings ed during proposed upgrade works. However, iil routes. However, there is potential for negative

the potential to change the townscape (both s from Policy 17.3 will be dependent on the exact reas may currently be open countryside.

17.3 are likely to take place on already on the exact location of new stations and rail be loss of agricultural land due to the East West

SEA Objectives		LTP Policy A	Assessment		Summary of Effects
	Policy 17.1	Policy 17.2	Policy 17.3	Policy 17.4	-
					railways, and the new / relocated stations at Waterbeach and Cambridge South will likely lead to loss of Grade 2 agri 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 P 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 V Peterborough station will take place on already developed land and are unlikely to further contribute to increased floo the potential to lead to an increased impermeable area and have the potential to be susceptible to flood risk therefore Soham station is adjacent to an area benefitting from flood defences. Although exact locations are to be determined, Zone 1, Cambridge South in Flood Zone 1 and adjacent to Flood Zone 3, and Waterbeach station is likely to be in an Zone 2. The March to Wisbech railway is likely to be at risk from flooding as it passes through Flood Zone 3. The rout 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. reinstatement and introducing a new railway as part of Policy 17.3 will further reduce the reliance on private cars; the will also improve air quality through supporting the electrification of the rail network as well as increasing the number
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 emission railway reinstatement and introducing a new railway as part of Policy 17.3 will further reduce the reliance on private constrained of the reduction. Policy 17.4 will also reduce GHG emissions through supporting the electrification of the rail network, through supporting the target of achieving net zero by 2050.
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.
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 reliab the existing facilities. Policy 17.3 includes new stations on existing railway lines which will maximise the use of the rail Wisbech will also use existing transport routes, however the East West railway will see the delivery of new transport is the transport in the transport is the transport in the transport in the transport is the transport in the transport in the transport is the transport in the transport is the transport in the transport is the transport in the transport in the transport is the transport in the transport in the transport is the transport is the transport in the transport is the transport

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 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 17.4 also has the potential reduce GHG emissions and improve air quality through supporting the achievement of the net zero target by 2050, supporting additional passenger and freight trains and through of the electrification on the rail network. Policy 17.3 is likely to have major positive effects or 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.

icultural land. The effects of the Soham and

Policy 17.3 to increase impermeable areas and

Whittlesea, and the western access at od risk. The new stations within Policy 17.3 have e moderate negative effects have been identified. Alconbury Weald station is likely to be in Flood a rea benefitting from flood defences or Flood te of the Oxford to Cambridge Arc is yet to be

The introduction of new stations, the railway perfore, positive effects are identified. Policy 17.4 of trains for passengers and freight movements

sions. The introduction of new stations, the cars; therefore, positive effects are identified for increasing freight and passenger trains and

bility and frequency of the service or enhancing ilway. The reinstatement of the March to infrastructure.

#### Table 31: The Local Road Network – Policy Assessment

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

SEA Objectives	LTP	Policy Asses	sment	Summary of Effects
	Policy 18.1	Policy 18.2	Policy 18.3	-
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	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 of private cars on the roads and the encouragement of use of rail freight instead of road freight which could lead to health quality impro 18.3 are unlikely to affect health.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	+	+	Policy 18.1 and 18.3 are likely to have positive effects on road health and safety as they will encourage a co-ordinated and prioritised a management, maintaining roads in a good condition for users. Policy 18.2 is also likely to have positive effects as a shift of freight move the roads which may improve health and safety. It also aims to reduce the need to travel and encourage public transport instead of the
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 improving the quality of existing infrastructure which will result in improved accessibility to key services. Measures to discourage vehicle adversely affect vulnerable or mobility impaired people who reply on the car or that appropriate alternative transport modes are in place 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 con network. Policy 18.2 further promotes the use of Intelligent Mobility solutions to actively manage traffic and make more efficient use of e infrastructure and improving the quality of existing infrastructure.
<ol> <li>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</li> </ol>	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 occur alternatives exist through new mechanisms such as charging or levies. Promoting sustainable modes of transport and encouraging 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
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	0	+	0	There are likely to be indirect minor positive effects from Policy 18.2 on the protection and enhancement of biodiversity, through promo 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 of 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 e However, this is likely to be negligible therefore a neutral effect has been identified. There is unlikely to be effects on the water environment through reducing private cars on the water environment through reducing private cars on the road and e
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 existing infrastructure, and introducing vehicles controls such as parking restrictions/vehicle charging, which could have a moderate po 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 existing infrastructure, and introducing vehicles controls such as parking restrictions/vehicle charging, which could have a moderate po 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 in freight instead of road freight which will have a moderate positive effect on improving the lifespan of existing transport infrastructure. The traffic and make more use of existing assets and services. Policies 18.1 and 18.3 both promote the continued management and maintee the traffic and make more use of existing assets and services.

#### 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.

g sustainable modes of transport resulting in reduced usage overnents associated with poor air quality. Policies 18.1 and

approach to highway maintenance and transport asset vement from road to rail will reduce the number of HGVs on e private car which may have benefits for health and safety.

ks and services, as well as promoting new infrastructure and eles such as parking controls will need to ensure they do not be to meet their needs. Policy 18.1 and 18.3 will facilitate

ntinued management and maintenance of the local road existing assets and services, as well as promoting new

upancy vehicles on the roads where sustainable a use of rail freight instead of road freight will reduce the on promoting sustainable modes of transport.

oting sustainable modes of transport resulting in reduced on the protection and enhancement of biodiversity from

encouraging the use of rail freight rather than road. ment from Policies 18.1 and 18.3.

ort through new infrastructure and improving the quality of ositive effect on air quality. There are unlikely to be effects

ort through new infrastructure and improving the quality of pative effect on GHG emissions. There are unlikely to be

ntegration of services; and encouraging the use of rail he policy also uses Intelligent Mobility solutions to manage enance of the local road network.

#### Table 32: Parking – Policy Assessment

LTP Policy Theme	19 Parking			
LTP Policies	Policy 19.1 The c Policy 19.2 Mana Policy 19.3 Parki	lesign of parking ging parking demand ng technology and im	d nplications of disru	ptive technology
SEA Objectives	LTF	Policy Assessm	ent	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	Policy 19.1 +	Policy 19.2 +	Policy 19.3	Policy 19.1 and 19.2 aim to increase access through parking for Blue Badge holders in safe, accessible locations close to key secure parking design for all road users, use of ultra-low emissions vehicles, and use of alternatives modes of transport to the 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 ce 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 servic parking design for all road users, use of ultra-low emissions vehicles, use of alternatives modes of transport to the private car,
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 technology will also have benefits. Policy 19.2 aims to manage parking by encouraging alternative modes of transport. However, reduction in parking or higher pr
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 ce 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 of non-petrol/diesel vehicles which will have benefits for air quality. Policy 19.2 seeks to reduce demand for parking through 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 of non-petrol/diesel vehicles which will have benefits for GHG emission reduction. Policy 19.2 seeks to reduce demand for par shift away from the private car and therefore, a reduction in associated transport emissions. Policy 19.3 is unlikely to affect em
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.

services and amenities. The policy also promotes safe, private car. These policies will have minor positive effects

entres making them safer for pedestrians and cyclists. Policy

ces and amenities. The policy also promotes safe, secure , and smart technology.

ort and cycling to be more reliable and efficient. Use of smart

ricing may put some people off, whilst encouraging others. entres reducing congestion. Policy 19.3 is unlikely to affect

with charging infrastructure. This will help increase uptake rovision of alternatives. This will help modal shift away from

with charging infrastructure. This will help increase uptake rking through provision of alternatives. This will help modal nissions.

#### Table 33: 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 20.3 Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad
Delivery Plan Projects	A47 corridor improvement programme
	A10 Ely to Cambridge Capacity Improvements
	<ul> <li>Oxford to Cambridge Expressway and A428 Dualling</li> </ul>
	Capacity enhancements around Huntingdon
	A14 junction 37 and 38 improvements

SEA Objectives	LTP Policy Assessment		Summary of Effects
	Policy 20.1	Policy 20.2	
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 so journey numbers and air quality impacts. However, the busway and cycling enhancements may result in air quality improvements through reduced car up an active mode of travel, therefore improving health. The improvements to junctions 37 and 38 on the A14 and the A47 Corridor Improvement Programminor or negligible effects, depending on journey number and air quality impacts. The A141 Alconbury Weald project will make provision for cyclists and for the population. However, the new access will also cater for additional traffic resulting in an increase in emissions. The M11 and A141 capacity enhancemental but could also attract additional traffic. Thus, the overall effect would be mixed. The A1 and A428 projects will likely lead to increase capacity between E potential to increase the number of vehicles which could have detrimental effects on health through reduced air quality. Policy 20.2 also includes the A1 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	-/++	-/++	Policy 20.1 and 20.2 are both likely to have mixed effects. There is potential for road safety to be improved and therefore the number of accidents as a 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 retherefore indirectly reduce the likelihood of accidents. The upgrades to the road network as part of Policy 20.1 may result in improved safety of the road 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 projects therefore improving safety. Policy 20.1 also aims to improve the A1 junction at Wittering which will have a positive impact on careful accidents 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 p will also provide a new transport link therefore increasing accessibility. The A141 Junction project will alleviate traffic on the outskirts of Huntingdon, the facilities, employment and recreational facilities within the town centre and surrounding areas. The Alconbury Weald project will also improve accessibil of Alconbury Weald. The A1 project as part of Policy 20.2 will improve the road network links within the Combined Authority, as well as with London. Th new link between Cambridge, Oxford and Milton Keynes, and the A1 Wittering junction could potentially improve accessibility by providing better infrast safely.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	++	Policy 20.1 may contribute to economic growth as the projects aim to improve accessibility to services and create a more efficient transport network. Th Policy 20.2 are also likely to contribute to economic growth given the improved links between the Combined Authority, London, Oxford as well as with th Wittering Junction project could potentially improve the reliability and efficiency of the transport network which would have a resultant positive impact or 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 n 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 nupgrades and capacity improvements to the identified section of the A1 and the improved link of the A428 is likely to improve and alleviate congestion, I 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 can 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 Wash as other SSSIs and an LNR. However, the HRA concluded that there is unlikely to be any significant effects. There is also potential for negative effects given land take, although not on specific designated sites. Subject to the final location and design of the new A141 Alconbury Weald project under Polic the Great Stukeley Railway Cutting SSSI. The A141 capacity enhancements may also affect this SSSI. The M11 works is also likely to have negative effects on structing a new lane, however this will depend on the exact route. For Policy 20.2, there are several SSSIs and LNRs in proximity to the section of the and there are also SSSIs which may be affected by the A428 improvements. Negative effects on biodiversity could occur during the construction of the 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 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 listing buildings and scheduled monuments. There is also potential for minor negative effects as a result of the A14 junction improvements given the proposed works, and the A47 improvements may impact the setting of listed buildings and a registered park and garden. The A141 capacity improvements are potential to affect buildings, sites and features of archaeological, historical or architectural interest, as some land take is expected. However, no effects project. Policy 20.2 may result in minor negative effects as there are multiple listed buildings and scheduled monuments alongside the A1 project section 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 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 de measures.

subject to the impact of the project on r use as well as higher uptake of cycling as nme as part of Policy 20.1 may also have nd pedestrians, resulting in health benefits ancements will likely alleviate congestion Baldock and Brampton. This has the 1 Wittering Junction improvements which

result of improvements to junctions as educe the number of cars of the road and d, however if there is an increase in ject in Policy 20.2 makes provision for ars joining the A1. This junction

provide additional capacity. The busway ereby improving accessibility of services, lity for future residents of the eastern parts ne A428 improvements will also provide a tructure to allow cars to join the A1 more

he upgrades to the road links as part of the wider highway network. The A1 n supporting and contributing to local

ninor negative effects have been fore reducing road congestion. Policy 20.2 however there may an increase in the rs as well as public transport joining the

hes SSSI, SPA and Ramsar site as well as a result of the A10 improvements by 20.1, there may be negative effects on effects on biodiversity as it involves the A1 between Baldock and Brampton project from disturbance or loss of

ver this is subject to the extent and ect the setting of a conservation area, roximity of junction 38 to a scheduled and M11 under Policy 20.1 have the are anticipated for the Alconbury Weald on and there is also potential for listed se may be affected. Effects will be

ependent on project design and mitigation

SEA Objectives	LTP Policy Assessment		Summary of Effects		
	Policy 20.1	Policy 20.2			
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 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 agricultural land and will require land take. The A14 improvements are located within Grade 3 and Grade 4 agricultural land therefore minor 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 Cambrid that the Alconbury Weald will have any significant effects. Policy 20.2 may result in effects on the London Area Greenbelt at Baldock as this section of t including Grade 1 and 2. The route of the A428 passes through predominately Grade 1 agricultural land. The upgrades and capacity improvements to the permanent land take therefore moderate negative effect has been identified. However, effects will be dependent on the project design and mitigation may 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 re runoff. There are a number of waterbodies adjacent to the A1 upgrade and capacity improvement works as part of Policy 20.2 and it crosses the River I 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 has the potential to contribute to the risk of flooding. The A14 Junction imperfected 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 Zone 1, however there is an area of Flood Zone 3 and 2, crossing into areas benefiting from flood defences as well as being adjacent to flood M11 works 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 s improvements is within Flood Zone 3. The section of the A1 and A428 as part of Policy 20.2 are both predominately within Flood Zone 1, however they and 3 which means there is potential for the roads to be affected by flooding. All the projects within 20.2 will also likely to increase the impermeable area 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. I 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 affect 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 unint 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 and 20.2 have the potential to effect resilience as they are likely to create new hardstanding areas which will increase run-off rates. This com associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure be designed to account for future climate change effects.		
15. Maximising the use and lifespan of existing transport infrastructure	- / +	- / +	Policy 20.1 and 20.2 aim to improve the capacity and efficiency of the road network, however the projects require the construction of new transport infra-		

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.

busway may lead to the loss of s it passes through Grade 1 and 2 ffects are likely. As part of Policy 20.1, the n, it is likely that it will result in negative idge Green Belt. However, it is unlikely the A1 passes through agricultural land hese road networks are likely to lead to leasures. The A1 Wittering Junction

esulting in a potential for contaminated Ivel and River Great Ouse and the A428

provement projects are located within Flood Zones 1 and 2. The A47 od storage area at the Nene Washes. The some areas, the A141 capacity do pass through areas of Flood Zone 2 ea through capacity improvements which

However, an unintended consequence ted and there may also be effects on the

tended consequence may be that it

nbined with severe rainfall events re flood risk is not increased and should

structure therefore a mixed effect has

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# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix H - LTP Project Assessments

January 2020

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Cambridgeshire and Peterborough Combined Authority

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix H - LTP Project Assessments

January 2020

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## H. LTP Projects Assessment Tables

The proposed LTP projects 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

### H.1 **Projects in Peterborough**

#### Table 1: A605 Oundle Road Widening – Alwalton to Lynch Wood Business Park

Intervention name	A605 Oundle Road Widening - Alwalton to Lynch Wood Business Park		
Further Information	To provide additional lanes inbound to Lynchwood Business Park, which currently employs c.4000 staff.		
	Capacity improvements would resolve the severe delays experienced on approach to the Business Park and would maintain the attractiveness of its employment.		
Local Authority	Peterborough		
Current status	Preliminary design		
Location	Alwalton to Lynch Wood Business Park		
Baseline	Two Grade II listed buildings close to the roadside		
	<ul> <li>Part of the intervention would be within Alwalton Conservation Area along the A605</li> </ul>		
	Grade 3 agricultural land		

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	-/+	This project does not aim to improve the health of the population; however, the project suggests capacity improvements to resolve severe delays whic approach to the Business Park. Although there are no Air Quality Management Areas (AQMAs) at the project location, by improving the capacity there the local air quality due to reduced idling traffic. This could have benefits for the health of local residents. However, if the intervention attracts more vehicles and the severe delays are reduced in the severe delays.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	-/+	The project aims to provide additional lanes to the Lynchwood Business park which currently employs approximately 4,000 staff. Increasing the capac location will aid health and safety by reducing the congestion. However, a result of additional lanes means there could be a potential increase in the ar could cause an increase in road related accidents, therefore overall a mixed effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	This project will improve accessibility to key employment services at the project location by providing additional lanes to the business park. The project services or recreational areas, therefore an overall moderate positive effect has been identified.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	++	The project will improve accessibility to the local business park and consequently reduce localised congestion, which will result in a reliable and efficie 4,000 staff who utilise the business park. This infrastructure improvement will in turn support and contribute 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	0	This project will provide additional lanes into the business park therefore reducing congestion. However, the additional lanes into the business park ma the number of private car road users using the A605 and potentially users of public transport. The project does not promote the use of sustainable mo neutral effect is anticipated.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	The project is unlikely to impact designated sites, green belt or ancient woodlands. There is potential for loss of natural habitat and therefore minor new of the impact is unknown at this stage.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	The project is within close proximity to two Grade II listed buildings located on the roadside. These buildings could experience minor negative effects f traffic or from the construction of additional lanes. There could also be a minor negative impact on buried archaeology from widening the roads. The p Conservation Area. Increasing the number of lanes will reduce congestion which may have positive effects on the setting of the Conservation Area. T Conservation Area, however, given that there is an existing busy road effects are considered minor. If boundary trees used for screening are removed character of the Conservation Area
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Increasing the number of lanes will reduce congestion which may have positive effects on the setting of the landscape. The addition of new lanes will a there is an existing busy road, effects are considered minor. If boundary trees used for screening are removed there may be a more significant effect of
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The project could potentially require permanent land take of a small amount of Grade 3 agricultural land to increase the number of lanes into the busin therefore been identified for the protection and conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	?/-	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increase could increase the potential for contaminated run off. However, drainage could have a potentially positive impact on the quality of the water environme sustainable drainage (for example, Sustainable Urban Drainage Systems (SuDS)).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is located within Flood Zone 1. Therefore, even though the project would increase the impermeable surface area by building additional roa current infrastructure combined with the fact that the project is not located within a Flood Zone, could result low or no flood risk. Appropriate drainage project.
12. Protect and improve local air quality, particularly in the AQMAs	++	Currently, the local area experiences heavy road congestion, therefore the project aims to resolve the severe delays on the approach to the business local area, reducing the congestion will have a moderate positive impact on the air quality for the local residents.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Currently, the local area experiences heavy road congestion, therefore the project aims to resolve the severe delays on the approach to the business congestion and queuing into the business park will reduce the amount of time cars are idle in queues. However, by improving access to the business could result in an increase in A605 road users. Overall, it is anticipated that the project would have a minor positive effect on minimising GHG emission
<ol> <li>Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards</li> </ol>	?/-	The project has the potential to affect resilience as it will increase the area of impermeable surface which will increase run-off rates. This combined will climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is r account for future climate change effects.

ich are currently experienced on the re is potential for minor positive effects to ehicles then there may negative effects.

city of the transport network at this amount of private car road users which

ct does not improve accessibility to key

ent transport network for approximately

nay potentially see an overall increase in odes of transport, therefore an overall

egative effects, however the significance

from vibration caused by increased project is within the Alwalton The addition of new lanes will alter the d this may have a bigger effect on the

l alter the landscape, however, given that on the character of the landscape.

ness park. A minor negative impact has

asing the impermeable surface area. This ent through implementation of

ad lanes, improved drainage on the will need to be considered as part of the

park. Although there is no AQMA in the

park. Reducing the amount of park and reducing queues in this area, ons.

vith severe rainfall events associated with not increased and should be designed to

SEA Objectives	Project Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure and add lanes to ease the congestion currently experienced. This would be utilising the current in infrastructure may require updating to accommodate the new lanes, therefore an overall minor positive effect is anticipated.

The project is to provide additional lanes inbound to Lynchwood Business Park which currently employs approximately 4,000 staff. The project suggests capacity improvements to resolve severe delays that are currently experienced on the approach to the business park. There is likely to be improvements to the local air quality and also accessibility to key employment areas for the community and provide a reliable and efficient transport network. There are likely to be minor negative impacts on the conservation of quality of soils, minimising the loss of agricultural land and maintaining the quality. There are potential minor negative impacts on the protection of landscape and townscape due to the Alwalton Conservation Area within close proximity to the scheme. Other potential minor negative effects have been identified for the historic environment with reference to buried archaeology and the two Grade II listed buildings within close proximity to the main road and also the protection of biodiversity.

nfrastructure; however, the current
## Table 2: Stanground Bypass Dualling

Intervention name	Stanground Bypass Dualling			
Further Information	Dual eastern end of Stanground Bypass to resolve projected congestion delays caused by the significant housing and employment growth in the Stanground area.			
Local Authority	Peterborough			
Current status				
Location	Stanground/Caedea			
Baseline	<ul> <li>Grade 3b agricultural</li> </ul>	land		
	<ul> <li>Small section within F</li> </ul>	Flood Zone 2		
	<ul> <li>AQMA</li> </ul>			
SEA Objectives		Project Assessment	Summary of Effects	
1. Improve the health of the p health inequalities between a	opulation and reduce reas and groups	-/+	This project does not aim to improve the health of the population; however, the project suggests capacity improvements to resolve projected congest housing and employment growth in the Stanground area. The project is situated within an AQMA No.1 for Peterborough Council, declared for Sulphu the brickworks outside the Local Authority area at Whittlesey. The project suggests easing congestion which would result in a minor positive impact w quality. However, there may be an increase in vehicles as a result of the project and therefore negative effects on air quality and health.	
2. Improve the health and saf network, reducing the numbe incidents	ety of the transport r of accidents and other	-/+	The project aims to dual the eastern end of the A605 Stanground Bypass to ease the projected congestion delays caused by the housing and employ Stanground area. Increasing the capacity of the transport network at this location will aid health and safety by reducing congestion. However, a result be a potential increase in the amount of road users which could cause an increase in road related accidents, therefore a mixed effect is anticipated.	
3. Improve accessibility to key and recreational areas for all	y services, employment areas of the community	++	This project will improve accessibility to key employment services and housing by providing better infrastructure to cope with the anticipated increase moderate positive effect has been identified.	
4. Support and contribute to I and competitiveness by delive efficient transport networks	ocal economic growth ering reliable and	++	The project will improve accessibility to local employment areas and housing and will consequently reduce localised congestion, which will result in a This infrastructure improvement will in turn support and contribute to local economic growth.	
5. Reduce road traffic and co reducing the need to travel by promote sustainable modes of public transport, cycling and	ngestion through / car and improve and of transport including walking	+/0	This project will dual the eastern end of the Stanground Bypass to ease anticipated congestion caused by the increase in housing and employment g could see an increase in the number of private car users using the bypass, but it could also allow a more efficient transport network for public transpor reliable. Overall the project does not promote the use of sustainable modes of transport, therefore overall a neutral to minor positive effect has been	
6. Protect and enhance biodivide habitat and species) and geo	versity (including both diversity at all levels	? / -	The project is unlikely to impact designated sites, green belt or ancient woodlands. There is potential for loss of natural habitat and therefore minor r of the impact is unknown at this stage.	
7. Maintain, protect and enha environment, including archae landscape character	nce the historic eology, and the historic	- / 0	The project is located in an area of no historic features. However, there could be minor negative impacts on buried archaeology from widening the by negative effect is anticipated.	
8. Maintain, protect and enha distinctiveness of the landsca character	nce the diversity and upe and townscape	- / 0	Increasing the number of lanes allowing traffic, although reducing congestion, could see an increase in the number of vehicles on the road. It is antic lanes will have a minor negative impact on the current diversity and distinctiveness of the landscape and townscape character, therefore a neutral to	
<ol> <li>Protect and conserve the c minimising the loss of agricul and seek to remediate contar</li> </ol>	luality of soils, tural/greenfield land, ninated land	/-	The project is likely to require land take consisting of Grade 3b agricultural land to dual the current bypass. Depending on the required land-take, a metherefore been identified for the protection and conservation for the quality of soils.	
10. Protect and enhance the environment	quality of the water	?/-	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increase could increase the potential for contaminated run off. However, the updates required to the road network will require updated drainage which, althoug impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).	
11. Reduce the risk of floodin infrastructure and minimise it risk	g to transport s contribution to flood	? / -	The project is partially situated within Flood Zone 2. Therefore, given the project would increase the impermeable surface area by building additional current infrastructure combined with the fact that the project is located partially within a Flood Zone, could result in increased flood risk. Appropriate c part of the project.	
12. Protect and improve local in the AQMAs	air quality, particularly	+/++	The dualling of the eastern end of the Stanground Bypass aims to ease anticipated congestion from the growth of housing and employment in the St to resolve the expected delays. There is an AQMA (No.1 for Peterborough Council) declared for SO <sub>2</sub> , therefore by reducing congestion and idle traffi minor to moderate positive impact has been identified.	
13. Minimise GHG emissions Cambridgeshire and Peterbo climate change	and reduce rough's contribution to	+	Road congestion is expected to be caused by the urban extension of housing and employment areas. The project aims to resolve the severe delays congestion around the bypass will reduce the amount of time cars are sat idle in queues. However, dualling the bypass and reducing congestion in the road users. However, it is anticipated that the project would have an overall minor positive effect on minimising GHG emissions.	
14. Reduce vulnerability to cl minimising the risk of flooding climate hazards	imate change by and effects from other	?/-	The project has the potential to affect resilience as it will increase the area of impermeable surface which will increase run-off rates. This combined w climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is account for future climate change effects.	
15. Maximising the use and li transport infrastructure	fespan of existing	+	The project aims to update the current infrastructure and add lanes to ease the congestion anticipated from other developments in the area. This work however, the current infrastructure may require updating to accommodate the new lanes, therefore an overall minor positive effect is anticipated.	

stion delays caused by the significant ur Dioxide  $(SO_2)$  due to emissions from with regards to health by improving air

byment growth expected in the list of additional lanes means there could

e in road users. Therefore, an overall

reliable and efficient transport network.

growth. The dualling aspect of the project ort and make public transport more identified.

negative effects, however the significance

ypass, therefore a neutral to minor

cipated that increasing the number of minor negative effect is anticipated.

minor to moderate negative impact has

easing the impermeable surface area. This igh minor could have a potentially positive

I road lanes, improved drainage on the drainage will need to be considered as

tanground area, therefore the project aims fic through the dualling of the bypass, a

anticipated. Reducing the amount of this area, could result in an increase in

with severe rainfall events associated with s not increased and should be designed to

build be utilising the current infrastructure;

The project is to dual the eastern end of the Stanground bypass to cope with the urban extension expected to accommodate significant housing and employment growth. The project aims to support this growth and relieve congestion. There are likely to be improvements to the local air quality and also accessibility to key employment areas for the new communities and provide a reliable and efficient transport network, with improved access to employment areas. There are likely to be minor negative impacts on the conservation of quality of soils, minimising the loss of agricultural land and maintaining the quality, protection of landscape and townscape. Other potential minor negative effects have been identified for the historic environment with reference to buried archaeology. The project is also partially situated within Flood Zone 2 and will likely increase the hardstanding surface area which could increase flood risk. Appropriate drainage systems will therefore need to be considered.

## Table 3: Stanground Access

Intervention name	Stanground Access
Further Information	Provide a right turn lane at junction between the A605 and B1095, where right-turning traffic currently blocks straight ahead traffic travelling between Peterborough and Whittlesey. The intervention will provide improved access between Peterborough and Whittlesey, which could otherwise inhibit the growth and development of Whittlesey.
Local Authority	Peterborough
Current status	Preliminary design
Location	Junction between the A605 and B1095, Stanground
Baseline	<ul> <li>Crosses the River Nene which is Flood Zones 2 and 3 between the A605 and B1095</li> <li>Grade 3b agricultural land from post-1988 ALC data</li> </ul>

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	This project does not aim to improve the health of the population; however, the project suggests junction improvements at the A605/B1095 junction to experienced from right-turning traffic which can block the nearby roundabout for traffic travelling between Peterborough and Whittlesey. Although ther improving capacity would result in minor positive effects to the local air quality, however the benefits for health are not likely to be significant. Overall, a
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	The project aims to provide a junction upgrade at the A605/B1095 junction to ease congestion and relieve queuing from right-turning traffic. Therefore network at this location will aid health and safety by reducing congestion. A minor positive effect is anticipated.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	This project will improve accessibility for drivers by reducing queuing for the right-turning traffic which subsequently blocks the nearby roundabout. Th accessibility to key services, employment or recreational areas specifically, however the right-turning traffic blocks the traffic travelling between Peterb overall minor to positive effect for improved accessibility has been identified.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	The project will improve reliability of the transport network and reduce congestion at the A605/B1095 junction. This infrastructure improvement will in t economic growth, especially for traffic travelling between Peterborough and Whittlesey, therefore an overall minor positive effect is anticipated.
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	This project will ease congestion at the A605/B1096 junction. However, this junction upgrade may potentially see an overall increase in the number of and potentially users of public transport. The project does not promote the use of sustainable modes of transport, therefore an overall neutral effect is
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	The project is unlikely to impact designated sites, green belt or ancient woodlands. There is potential for loss of natural habitat and therefore minor ne of the impact is unknown at this stage.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- / 0	The project is located in an area of no historic features. However, there could be minor negative impacts on buried archaeology from junction improve negative effect is anticipated.
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	0	Improving the junction, although reducing congestion, could see an increase in the number of vehicles on the road. It is anticipated that a neutral impa distinctiveness of the landscape and townscape character is likely.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The project is likely to require land take consisting of Grade 3b agricultural land to upgrade the current junction to deal with capacity. A minor negative the protection and conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	?/-	The enhancements to the road network at this location are likely to take place on agricultural land, therefore resulting in a negative impact by increasin could contribute to the risk of contaminated run-off. However, the updates required to the road network will require updated drainage which, although impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project crosses the River Nene and is situated within Flood Zones 2 and 3. Therefore, given the project would most likely increase the impermeat infrastructure, improved drainage on the current infrastructure combined with the fact that the project is located within Flood Zones 2 and 3, could rest drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	++	Currently, the local area experiences heavy road congestion, therefore the project aims to resolve the severe delays at the A605/B1095 junction. Althore reducing congestion will have a moderate positive impact on air quality for local residents.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Currently, the local area experiences heavy road congestion, therefore the project aims to resolve the severe delays at the A605/B1095 junction. Red queuing at the junction and blocking of traffic at the nearby roundabout will reduce the amount of time cars are sat idle in queues. However, improving this area, could result in an increase in A605 road users. However, it is anticipated that the project would have an overall minor positive effect on mining the severe delays at the angle.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to affect resilience as it will increase the area of impermeable surface which will increase run-off rates. This combined wi climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is a account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure and improve the junction to ease the congestion currently experienced. This would be utilising the current infrastructure may require updating to accommodate the improvements, therefore an overall minor positive effect is anticipated.

o resolve severe delays that are currently re are no AQMAs at the project location, a neutral effect has been identified.

e, increasing the capacity of the transport

ne project does not directly improve borough and Whittlesey, therefore an

turn support and contribute to local

f private car road users using the A605 s anticipated.

egative effects, however the significance

ements, therefore a neutral to minor

act on the current diversity and

e impact has therefore been identified for

ing the impermeable surface area. This minor could have a potentially positive

ble surface area by building additional sult in increased flood risk. Appropriate

hough there is no AQMA in the local area,

ducing the amount of congestion and g the junction and reducing queues in imising GHG emissions.

vith severe rainfall events associated with not increased and should be designed to

ne current infrastructure; however, the

The project aims to provide junction improvements at the A605/B1095 junction to relieve queuing from right-turning traffic which can block the nearby roundabout stopping traffic travelling between Peterborough and Whittlesey causing widespread congestion. There is likely to be improvements to the local air quality and also accessibility to key employment areas for the community and provide a reliable and efficient transport network. There are likely to be minor negative impacts on the conservation of quality of soils and minimising the loss of agricultural land. There is potential for increased flooding risk to transport infrastructure as the project will increase the hardstanding surface area and it is situated next to a main river and within Flood Zones 2 and 3. Appropriate drainage systems will therefore need to be considered. Other potential minor negative effects have been identified for the historic environment with reference to buried archaeology and also the protection of biodiversity.

## Table 4: A15 Paston Parkway Junction 22 to Glinton Roundabout

Intervention name	A15 Paston Parkway Junction 22 to Glinton Roundabout
Further Information	The A15 Paston Parkway is a dual carriageway route which runs from Junction 8 in the south to Junction 23 in the north, and forms part of the Parkway Network around Peterborough Lincoln Road is identified as a key public transport corridor where a step change in the public transport provision along the route to the city centre could be provided. Dualling of A15 P roundabout and Junction 22 would divert traffic from Lincoln Road and onto the dualled Paston Parkway, thereby assisting the future delivery of bus priority measures on Lincoln Road the A47.
Local Authority	Peterborough
Current status	
Location	Paston Parkway Junction 22 and Glinton Roundabout (Junction 23), south of Glinton
Baseline	<ul> <li>Grade II Listed Building 'Fen Bridge', a pedestrian and cycle footbridge</li> <li>Scheduled Monument 'Section of Car Dyke between Whitepost Road and Fen Bridge', a Romano-British canal, at the end of the scheme near J22</li> <li>Grade 2 and 3 agricultural land</li> </ul>

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	-/+	This project does not aim to improve the health of the population; however, the project suggests capacity improvements to relieve congestion along th within an AQMA. The project suggests easing congestion which would result in a minor positive impact with regards to health by improving air quality. in an increase in vehicle numbers therefore reducing air quality and negatively effecting health.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	-/+	The project aims to dual the Paston Parkway between Junction 22 and Junction 23 to ease congestion and any delays. By increasing the capacity of aid health and safety by reducing the congestion. However, a result of additional lanes means there could be a potential increase in the amount of roa in road related accidents, therefore overall a mixed effect has been identified.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	This project will improve accessibility to key employment services and housing by providing better infrastructure to cope with the current volumes of tr Therefore, an overall minor positive effect has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The project will improve accessibility to local employment areas and housing, consequently reducing localised congestion along the A15 between Jun in a reliable and efficient transport network, therefore 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	++	This project will dual the A15 between Junction 22 and Junction 23 to ease congestion currently experienced in this area. The dualling aspect of the p number of private car users using the bypass, but it could also allow a more efficient transport network for public transport and make public transport repromote the use of sustainable modes of transport. Overall a moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	The project is unlikely to impact designated sites, green belt or ancient woodlands. There is potential for loss of natural habitat and therefore minor ne of the impact is unknown at this stage.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character		The project is located close to Grade II Listed Building 'Fen Bridge' a pedestrian and cycle footbridge, and Scheduled Monument 'Section of Car Dyke Bridge' a Romano-British canal at the end of the scheme near Junction 22. These heritage assets could be impacted during the construction and their increases in the volume of traffic using the A15. Therefore, a moderate negative impact is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	/-	Increasing the number of lanes will reduce congestion but could also increase the number of vehicles on the road. It is anticipated that increasing the moderate negative impact on the current diversity and distinctiveness of the landscape and townscape character.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land		The project is likely to require land take consisting of Grade 2 and 3 agricultural land to dual the A15. A moderate negative impact has therefore been conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	+/0	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increa However, the updates required to the road network will require updated drainage which, although minor could have a potentially positive impact on the through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is situated within Flood Zone 1. Therefore, the project is at a low risk of flooding. However, given that the project would increase the imper additional road lanes there may be a contribution to the flood risk. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+/++	The dualling of the A15 aims to reduce current levels of congestion and idle traffic. This combined with no AQMA for the area would result in a modera increase in capacity of the A15 could also see an increase in private road users, therefore an overall, a minor to moderate positive impact has been increase in capacity of the A15 could also see an increase in private road users, therefore an overall, a minor to moderate positive impact has been increase in capacity of the A15 could also see an increase in private road users, therefore an overall, a minor to moderate positive impact has been increase in private road users.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Road congestion is currently experienced along the A15, the project aims to resolve the severe delays occurring. Reducing the amount of congestion the amount of time cars are sat idle in queues. However, by dualling the bypass and reducing congestion in this area, this could result in an increase i anticipated that the project would have a minor positive effect on minimising GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to affect resilience as it will increase the area of impermeable surface which will increase run-off rates. This combined will climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is a account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure and add lanes to ease the congestion currently experienced. This would be utilising the current in infrastructure may require updating to accommodate the new lanes, therefore an overall minor positive effect is anticipated.

h. The parallel traffic route, A15 Paston Parkway between Glinton ad between Glinton roundabout and

his key route. The project is not situated /. However, dualling the road may result

the transport network at this location will ad users which could cause an increase

raffic experienced along the A15.

nction 22 and Junction 23. This will result

project could see an increase in the more reliable. The project does not

egative effects, however the significance

e between Whitepost Road and Fen ir setting affected through anticipated

number of lanes will have a minor to

n identified for the protection and

asing the impermeable surface area. The quality of the water environment

ermeable surface area by building

rate positive impact, however the dentified.

around the Glinton bypass will reduce in road users. However overall, it is

ith severe rainfall events associated with not increased and should be designed to

infrastructure; however, the current

The project aims to dual the A15 Paston Parkway between Junction 22 and Junction 23 (Glinton Roundabout). The project suggests capacity improvements to resolve severe delays that are currently experienced on the A15. There is likely to be improvements to the local air quality and also accessibility to key employment areas for the community and provide a reliable and efficient transport network. There are likely to be negative impacts on the conservation of quality of soils, minimising the loss of agricultural land and maintaining the quality, protection of landscape and townscape. Other potential negative effects have been identified for the historic environment with reference to buried archaeology associated with land-take and proximity of the scheme to local heritage assets.

## Table 5: Fletton Quays New Footbridge

Intervention name	Fletton Quays New Footbridge				
Further Information	The South Bank development is severed by the Peterborough to Ely railway line and separated from the city centre by the River Nene to the north and contained by the A15 London r sustainable modes on a north-south axis potentially unattractive due to additional travel distances required to cross the railway and river via the A15 London Road. A footway/cycle croprovide a short cut between the Vista development and Fletton Quays. A bridge from Fletton Quays to the Embankment would further improve connectivity.				
Local Authority	Peterborough	Peterborough			
Current status					
Location	Fletton Quays, Peterl	oorough			
Baseline	<ul> <li>Nene Washes Ramsa</li> <li>Two listed buildings &amp;</li> <li>River Nene within Flo</li> </ul>	<ul> <li>Nene Washes Ramsar, SAC, SPA, SSSI approximately 500m-1km from project location</li> <li>Two listed buildings &amp; one scheduled monument nearby</li> <li>River Nene within Flood Zone 3</li> </ul>			
SEA Objectives		Project Assessment	Summary of Effects		
1. Improve the health of the po health inequalities between ar	opulation and reduce eas and groups	++	The project aims to link Fletton Quays with the Embankment across the river which will help with connectivity of cycle and pedestrian routes. Due to significantly improve north/south walking and cycling accessibility within Peterborough further supporting active travel as a result. Therefore, a mode		
<ol> <li>Improve the health and safe network, reducing the number incidents</li> </ol>	ety of the transport of accidents and other	++	Providing a foot and cycle bridge across the River Nene separate to Town Bridge (the road bridge), will improve the health and safety by removing the motorised road users which could result in a reduction in the number of accidents. Therefore, an overall moderate positive effect is anticipated.		
3. Improve accessibility to key and recreational areas for all a	services, employment areas of the community	+++	This project improves the accessibility for residents of Fletton Quays to the City Centre and the future university site. Fletton Quays is experiencing of density residential buildings. Improving the pedestrian links will help better integrate the development into the surrounding area. Therefore, an overall		
4. Support and contribute to lo and competitiveness by delive efficient transport networks	ocal economic growth ring reliable and	+	The new bridge will improve pedestrian and cycling links to better integrate any new developments into the surrounding area from the south of the R university site. Additionally, separating the cyclists and pedestrians from the motorised road users will ease congestion. This project shall help to delinetwork for all entering the city centre for shoppers, businesses and visitors. Overall, a minor positive effect is anticipated.		
5. Reduce road traffic and corr reducing the need to travel by promote sustainable modes of public transport, cycling and w	ngestion through car and improve and f transport including <i>r</i> alking	+++	The installation of a new cycle and footbridge will reduce congestion through reducing the need to travel by car. The bridge will also promote cycling provides a safer, traffic-free alternative to using Town Bridge. Overall, a major positive effect has been identified.		
6. Protect and enhance biodiv habitat and species) and geod	ersity (including both liversity at all levels	?/-	The Nene Washes Ramsar, SAC, SPA and SSSI is located 500m-1km from the project site. However, the HRA concluded that there are no likely significant through habitat loss or disturbance.		
7. Maintain, protect and enhar environment, including archae landscape character	nce the historic ology, and the historic		There are two listed buildings and one Scheduled Monument within close proximity of the scheme. There is potential for this project to impact upon t negative effect is anticipated.		
8. Maintain, protect and enhar distinctiveness of the landscap character	nce the diversity and be and townscape	0	The project would be situated along a section of the River Nene that has multiple bridges; Town Bridge and the A1139 Frank Perkins Parkway bridge as a rail bridge, therefore adding in a further bridge would not be out of character for the area. A neutral impact is anticipated.		
9. Protect and conserve the que minimising the loss of agricultur and seek to remediate contam	uality of soils, ural/greenfield land, ninated land	0	The location of this project is within an urban setting; therefore, it is unlikely to impact upon agricultural land or green belt. Therefore, a neutral to min		
10. Protect and enhance the c environment	uality of the water	?/-	The new bridge infrastructure may provide minor indirect benefits to the water environment due to reduced cars on roads. However, these are likely has been identified. Given the project is likely to increase the impermeable surface area through new infrastructure and that is located next to the Riven environment to be affected through contaminated run off. Appropriate drainage will need to be considered.		
11. Reduce the risk of flooding infrastructure and minimise its risk	g to transport contribution to flood	?/-	The project is situated within Flood Zone 3 therefore there is a higher risk of flooding. Given that the project would increase the impermeable surface will contribute to flood risk. Appropriate drainage will need to be considered as part of the project.		
12. Protect and improve local in the AQMAs	air quality, particularly	+	This project aims to improve connectivity for cyclists and pedestrians and reduce the number of motorised road users within the city centre which will subsequently help to improve local air quality. The project is not situated within an AQMA. Overall, a minor positive impact is anticipated.		
13. Minimise GHG emissions Cambridgeshire and Peterborn climate change	and reduce ough's contribution to	+	This project aims to improve connectivity for cyclists and pedestrians, supporting active travel and reducing the number of motorised road users with congestion and in turn reduce GHG emissions. Overall, a minor positive impact is anticipated.		
14. Reduce vulnerability to clir minimising the risk of flooding climate hazards	nate change by and effects from other	?/-	The project has the potential to affect resilience as it will increase the area of impermeable surface which will increase run-off rates. This combined v climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is account for future climate change effects.		
15. Maximising the use and lift transport infrastructure	espan of existing	0	The separation of pedestrians and cyclists from motorised road users is expected to have little impact on maximising the use and lifespan of existing Bridge. Therefore, a neutral effect is anticipated.		

road to the west, making travel by rossing across the railway would

the improved connectivity, it will erate positive effect is expected.

he exposure of cyclists and pedestrians to

continued development of new highall major positive effect is anticipated. River Nene to the city centre and future liver a reliable and efficient transport

and walking to access the city centre and

gnificant effects. There may be minor

these heritage assets, therefore a minor

e both of which are road bridges as well

nor negative effect is anticipated.

to be negligible therefore a neutral effect iver Nene, there is potential for the water

e area, there is potential that the project

I help to reduce congestion which will

nin the city centre which will help to reduce

with severe rainfall events associated with solutions of the severe rainfall events as a severe rainfall events as

g transport infrastructure such as Town

This project aims to build a new cycle bridge across the River Nene linking Fletton Quays with Embankment. The positive effects anticipated from this project relate to health and safety for all road users through a reduction in the total number of accidents through separation of cars and pedestrians/cyclists, overall health improvements through supporting active travel for pedestrians and cyclists helping to reduce the number of cars on the roads. There are also positive effects associated with improved accessibility to key services in the city centre for shoppers, businesses and visitors. The reduction in motorised road users will also reduce GHG emissions and improve local air quality. There are some minor negative impacts associated with the project such as potential impacts on the Nene Washes designated site and heritage assets within close proximity to the scheme. The project is also situated within Flood Zone 3 with the potential for minor negative effects.

#### Table 6: A1 Wittering Junction Improvement

Intervention name	A1 Wittering Junction Improvement
Further Information	Grade separated junction to Wittering to replace at grade crossing.
Local Authority	Peterborough
Current status	
Location	Wittering
Baseline	Grade 3 agricultural land

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	This project does not aim to improve the health of the population; however, the project suggests junction improvements capacity improvements most is not situated within an AQMA. The project suggests easing congestion which would result in a minor positive impact for localised air quality, however be significant. A neutral effect has therefore been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	The project aims to improve the A1 junction at Wittering. By improving and replacing the junction it will have a positive impact on cars joining the A1. crossing to a grade separated junction will have the positive impact on reducing accidents. Therefore, a moderate positive impact has been identified
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+ / ++	Accessibility to the A1 is likely to be improved and cars will be able to join the A1 more safely. Therefore, an overall minor to moderate positive effect
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	?	The project could potentially improve the reliability and efficiency of the transport network which would have a resultant positive impact on supporting growth. However, further classification is required for this project.
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	++	This 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 has the p by improving the accessibility. The project also does not promote sustainable modes of transport; however, it will enable public transport to be more e positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	The project is unlikely to impact designated sites, green belt or ancient woodlands. There is potential for loss of natural habitat and therefore minor ne of the impact is unknown at this stage.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- / 0	The project is located in an area of no historic features. However, there could be minor negative impacts on buried archaeology from the junction upd negative effect is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The project not situated within a conservation area, therefore replacing the junction is unlikely to impact the current diversity and distinctiveness of the therefore a minor negative effect is anticipated.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The project is likely to require land take consisting of Grade 3 agricultural land to replace the junction. A minor negative impact has therefore been ide conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	? / -	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increas which would increase the potential for contaminated run-off. However, the updates required to the road network will require updated drainage which, a positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is located in an area unaffected by flood risk. However, the project would increase the impermeable surface area through the junction rep need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+/++	The junction replacement at Wittering into the A1 is not located in an AQMA. The upgrade would also have a positive impact on reducing localised comoderate positive impact has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0/+	This project is unlikely to minimise GHG emissions dramatically. The scheme would ease congestion, therefore impacts to GHG emissions would be minor positive impact is anticipated.
<ol> <li>Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards</li> </ol>	?/-	The project is not located in an area identified as being at risk from flooding. However, increasing the impermeable surface area through junction imp flooding by increasing run-off rates. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropria surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effects.
<ol> <li>Maximising the use and lifespan of existing transport infrastructure</li> </ol>	0 / +	The project aims to replace the current infrastructure from a grade crossing to a grade separated junction. This would be updating the current infrastruminor positive effect is anticipated.

#### Summary:

The project is to improve the junction at Wittering where it joins the A1, upgrading from a grade crossing to a grade separated junction. There is likely to be improvements to the local air quality and also the health and safety of the road network where traffic is joining or leaving the A1. This improvement to the infrastructure will also aid public transport. There are likely to be negative impacts on the conservation of quality of soils, minimising the loss of agricultural land and maintaining the quality. There are potential negative impacts on buried heritage assets and also in relation to flood risk, although effects are uncertain.

t likely to relieve congestion. The project ver the effects on health are not likely to

. This junction replacement from a grade d.

has been identified.

and contributing to local economic

potential to reduce road traffic congestion efficient and reliable. Overall a moderate

egative effects, however the significance

dates, therefore a neutral to minor

ne landscape and townscape character,

lentified for the protection and

asing the impermeable surface area although minor could have a potentially

placement. Appropriate drainage will

ongestion. Therefore, a minor to

relatively low. Therefore, a neutral to

provements could increase the risk of ate measures such as permeable

ructure, therefore an overall neutral to

## Table 7: A16 Norwood Dualling

Intervention name	A16 Norwood Dualling			
Further Information	Provide roundabout access off the A16 into the proposed Norwood development and dual the existing section of the A16 between there and its roundabout with the A47 which would als Enable the development of Norwood comprising 2,000 houses, which would otherwise be difficult to bring forward due to developer cash flow issues.			
Local Authority	Peterborough			
Current status	Pre-feasibility			
Location	Norwood developmen	nt site located off of the cur	rrent A16 junction with the A47	
Baseline	<ul> <li>Dogsthorpe Star Pit SSSI and LNR</li> <li>Section of the Car Dyke between Whitepost Road and Fen Bridge Scheduled Monument</li> <li>Dogsthorpe Star Pit water body</li> <li>Agricultural Land Grade 3</li> <li>Flood Zone 1</li> </ul>			
SEA Objectives		Project Assessment	Summary of Effects	
1. Improve the health of the pop health inequalities between area	pulation and reduce as and groups	-/+	This project does not aim to improve the health of the population; however, the project suggests capacity improvements for the projected increase in ca site. The project not situated within an AQMA. The project suggests easing potential congestion which would result in a minor positive impact with rega However, the project has the potential to attract more vehicles which could reduce air quality and therefore negatively impact health.	
<ol><li>Improve the health and safety network, reducing the number o incidents</li></ol>	y of the transport of accidents and other	-/+	The project aims to dual the A16 from Norwood development site to the A47 with roundabout access off the A16 and improving the A47/A16 junction to delays. By increasing the capacity of the transport network at this location will aid health and safety by reducing the congestion. However, a result of in could be a potential increase in the amount of road users which could cause an increase in road related accidents, therefore a mixed positive and negative an	
3. Improve accessibility to key s and recreational areas for all are	ervices, employment eas of the community	++	This project will improve accessibility to key employment services and housing by providing better infrastructure to cope with the current volumes of tra Norwood development will only increase volumes of traffic, therefore improving the infrastructure will help to cope with anticipated congestion along the Therefore, an overall moderate positive effect has been identified.	
4. Support and contribute to loca and competitiveness by deliverin efficient transport networks	al economic growth ng reliable and	++	The project will improve accessibility to the local employment areas and housing and will consequently reduce predicted localised congestion along the site and the A47, which will result in a reliable and efficient transport network. This infrastructure improvement will in turn support and contribute to local	
5. Reduce road traffic and cong reducing the need to travel by c promote sustainable modes of tu public transport, cycling and wal	estion through ar and improve and ransport including Iking	++	This project will dual the A16 between Norwood development site and the A47 junction to ease congestion currently experienced, and congestion that is developments like Norwood being introduced in this area. The dualling aspect of the project could see an increase in the number of private car users us more efficient transport network for public transport and make public transport more reliable. Overall a moderate positive effect has been identified.	
6. Protect and enhance biodiver habitat and species) and geodiv	rsity (including both versity at all levels	?/-	The project is unlikely to impact green belt or ancient woodlands. However, Dogsthorpe Pstar Pit SSSI and LNR are within 2km of the scheme location and an increase in road traffic as a result which could have minor negative effects on biodiversity. However, the significance of the effect is unknown at	
7. Maintain, protect and enhance environment, including archaeol landscape character	e the historic logy, and the historic	/-	The project is within close proximity to a Scheduled Monument. There is the potential for negative effects to the scheduled monument depending on the Additionally, the dualling aspect of the project could have negative impacts on buried archaeology. Therefore, a minor to moderate negative effects are	
8. Maintain, protect and enhanc distinctiveness of the landscape character	e the diversity and and townscape	-	There is likely to be minor negative effects to the landscape as a result of this project as it will require land-take from agricultural land to dual the A16.	
9. Protect and conserve the qua minimising the loss of agricultura and seek to remediate contamin	ality of soils, al/greenfield land, nated land		The project is likely to require land take consisting of Grade 3 agricultural land to dual the A16. A moderate negative impact has therefore been identifier for the quality of soils as the scheme has potential to impact upon 'best and most versatile' agricultural land.	
10. Protect and enhance the qua environment	ality of the water	?/-	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increas could result in an increase in contaminated run-off. However, the updates required to the road network will require updated drainage which, although m impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).	
11. Reduce the risk of flooding t infrastructure and minimise its c risk	to transport contribution to flood	?/-	The project is situated in an area affected by Flood Zone 1 and Dogthorpe Star Pit water body. By increasing the impermeable surface area, the project Appropriate drainage will need to be considered as part of the project.	
12. Protect and improve local ai in the AQMAs	ir quality, particularly	+/++	The dualling of the A16 aims to reduce current levels and predicted levels of congestion and idle traffic. This combined with no AQMA for the area wou however the increase in capacity of the A16 could also see an increase in private road users, therefore an overall, a minor to moderate positive impact	
13. Minimise GHG emissions ar Cambridgeshire and Peterborou climate change	nd reduce ugh's contribution to	+	Road congestion is currently experienced along the A16 with the projection of congestion increasing with Norwood development site. The project aims Reducing the amount of congestion along the A16 will reduce the amount of time cars are idle in queues. However, by dualling the A16 and reducing c in an increase in road users. However overall, it is anticipated that the project would have a minor positive effect on minimising GHG emissions for the	
14. Reduce vulnerability to clima minimising the risk of flooding an climate hazards	ate change by nd effects from other	?/-	The project will increase the area of impermeable surface by adding more lanes around the A16, increasing the potential flood risk. This coupled with s climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is no account for future climate change effects.	

also be improved.

n cars due to the Norwood development egards to health by improving air quality.

n to ease potential congestion and any f increased capacity infrastructure there egative effect has been identified.

traffic experienced along the A16. The these main roads and junctions.

the A16 between Norwood development ocal economic growth.

at is predicted to worsen with s using the A16, but it could also allow a

ion. There may be a loss of natural habitat n at this stage.

the exact location of the roundabout. are anticipated.

tified for the protection and conservation

easing the impermeable surface area. This h minor could have a potentially positive

ject could result in increased flood risk.

vould result in a moderate positive impact, act has been identified.

ms to resolve the severe delays occurring. g congestion in this area, this could result he local area and Combined Authority.

severe rainfall events associated with s not increased and should be designed to

SEA Objectives	Project Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure along the A16 and roundabout with the A47 with new infrastructure in the form of a roundabout all currently experienced also projected congestion. This would be utilising the current infrastructure; however, the current infrastructure may require update therefore an overall minor positive effect is anticipated.

The project aims to dual the A16 from Norwood development site to the A47 with a new roundabout off the A16 into the proposed Norwood development and update the roundabout where the A16 and A47 meet. The project suggests capacity improvements to resolve severe delays that are currently experienced and are predicted to worsen on the A16. There is likely to be improvements to the local air quality and also accessibility to key employment areas for the community and provide a reliable and efficient transport network. There are likely to be negative impacts on the conservation of quality of soils as the project requires permanent land-take of Grade 3 agricultural land. Negative impacts are also anticipated for the protection of landscape and townscape. Other potential negative effects have been identified for the historic environment with reference to buried archaeology and setting impact on the scheduled monument, as well as potential negative impacts on designated sites close to the scheme site. Additionally, the scheme is located Flood Zone 1, however by increasing the impermeable surface area has the potential to contribute to the risk of flooding.

along the A16 to ease the congestion dating to accommodate the new lanes,

## Table 8: A1139 Fletton Parkway Junction 3-3A

Intervention name	A1139 Fletton Parkway Junction 3-3A
Further Information	Widen parkway to D3-lane
Local Authority	Peterborough
Current status	
Location	Hampton
Baseline	<ul> <li>Orton Pit SAC and SSSI</li> <li>Romano-British settlement SE of Orton Longueville Scheduled Monument</li> <li>Fletton Lake and Stanground Lode waterbodies</li> </ul>

Flood Zone 3

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	The project has the potential to reduce congestion and therefore improve air quality. However, it is unlikely that the widening of the parkway between the health of the population. Therefore, a neutral effect is anticipated.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Improvements to the capacity of the parkway between these two junctions will have positive effects on the health and safety as it will ease congestion Therefore, a minor positive effect is anticipated.
<ol><li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li></ol>	+	Widening of the parkway between these junctions will have positive effects on reducing congestion which will help to improve accessibility to key serv areas. Therefore, a minor positive effect is anticipated.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	By widening the road, there is likely to be positive effects on reducing congestion which will help to improve reliability and efficiency of the transport ne impact on supporting and contributing to the local economic growth of the area. Therefore, a minor positive effect is anticipated.
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	+	Improvements to the capacity of the parkway by widening the road will have positive effects on reducing congestion. This will make the road network transport to be more reliable and efficient. A minor positive effect has therefore been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	Orton Pit SAC/SSSI designated site is located adjacent to the project site. However, the HRA concluded that there is no likely significant effects. Ther with this project. There is potential for minor disturbance of species during construction.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There is a scheduled monument within close proximity of the junction. There is potential for the setting to be affected by the project therefore a minor
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Widening the parkway between these two junctions will reduce congestion which may have positive effects on the setting of the landscape. The additi landscape, however, given that there is an existing busy road effects are considered minor.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The junction widening at Junction 3-3a and its upgrade are located in an area classified as urban land use or non-agricultural. Therefore, neutral effect
10. Protect and enhance the quality of the water environment	?/-	There are a number of waterbodies located adjacent to the scheme. The enhancements to the road network between are likely to result in an increase may lead to an increase in contaminated run-off. However, the updates required to the road network will require updated drainage which, although mi impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is located in Flood Zone 3 and therefore is at a higher risk of flooding. Given the project would increase the impermeable surface area to a there is potential that the project could further contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is not located in an area with an AQMA. This coupled with the improvements in capacity by widening Junction 3 – 3a will reduce congestion minor improvements to the air quality. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to widen the parkway between these two junctions which will help to ease congestion. Reducing the congestion will help to reduce of see an increase in road users, therefore a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project is located in an area identified as being at risk from flooding. Therefore, increasing the impermeable surface area through adding addition increase the risk of flooding. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures substantiate with 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	+	The project aims to update the current infrastructure to improve capacity on the parkway to ease the congestion. This would be utilising the current infrastructure and maximising its use, therefore an overall minor positive effect is anticipated.

junctions 3 and 3a will have an effect on

n and could result in fewer accidents.

vices, employment and recreational

etwork. This is likely to have a positive

more efficient as well as helping public

re is no green belt land-take associated

negative effect has been identified.

tion of new infrastructure will alter the

cts are anticipated.

se in the impermeable surface area which inor could have a potentially positive

allow for greater capacity at the junction,

ion and cars queuing, which will result in

GHG emissions slightly but could also

nal lanes to widen the parkway could asures such as permeable surfacing and

frastructure; however, it will also be

The project is to widen the Fletton Parkway to D3-lane to improve the capacity of the interchange. There is likely to be minor positive effects to improvements to the local air quality, GHG emissions, health and safety by reducing congestion. Improvements are also anticipated with regards to improving accessibility and providing an efficient and reliable transport network. Minor negatives are expected with regard to landscape and townscape character, risk of the infrastructure from and its contribution to flooding, the historic environment with reference to the scheduled monument and biodiversity with a designated site close to the project site.

## Table 9: A1139 Fletton Parkway Junction 3

Intervention name	A1139 Fletton Parkway Junction 3
Further Information	Improve the capacity of the interchange.
Local Authority	Peterborough
Current status	
Location	Hampton
Baseline	<ul> <li>Orton Pit SAC and SSSI</li> <li>Romano-British Settlement SE of Orton Longueville Scheduled Monument</li> <li>Fletton Lake and Stanground Lode waterbodies</li> </ul>

Flood Zone 3

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	The project has the potential to reduce congestion and therefore improve air quality. However, it is unlikely that the effect on the health of the populati neutral effect is anticipated.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Improvements to the capacity of the interchange will have positive effects on the health and safety of this junction as it will ease congestion and could minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve accessibility to key service. Therefore, a minor positive effect is anticipated.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve reliability and efficiency of positive impact on supporting and contributing to the local economic growth of the area. Therefore, a minor positive effect is anticipated.
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	+	Improvements to the capacity of the interchange will have positive effects on reducing congestion therefore making the road network more efficient. T transport more reliable and efficient therefore a minor positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	Orton Pit SAC/SSSI is located adjacent to the project site. However, the HRA concluded that there is no likely significant effects. There is no green be There is potential for minor disturbance to species during construction.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There is a scheduled monument within close proximity of the junction. There may be effects on the setting of the scheduled monument as a result of t effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Increasing the capacity of the junction will reduce congestion which may have positive effects on the setting of the landscape. The addition of new information however, given that there is an existing busy road effects are considered minor.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The Junction 3 and its upgrade are located in an area classified as urban land use or non-agricultural. Therefore, neutral effects are anticipated.
10. Protect and enhance the quality of the water environment	?/-	There are a number of waterbodies located adjacent to the scheme. The enhancements to the road network between are likely to result in an increase may lead to an increase in contaminated run-off. However, the updates required to the road network will require updated drainage which, although mi impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is located in Flood Zone 3 and therefore is at a higher risk of flooding. Given the project would increase the impermeable surface area to a there is potential that the project could further contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is not located in an area with an AQMA. The improvements in the capacity of the interchange at Junction 3 will likely reduce congestion a minor improvements to the air quality. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to improve capacity at this junction which will help to ease congestion. Reducing the congestion will help to reduce GHG emissions road users, therefore a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project is located in an area identified as being at risk from flooding and will result in an increase in the impermeable surface. This coupled with s climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to improve capacity of the interchange to ease the congestion. This would be utilising the current updating the current infrastructure, therefore an overall minor positive effect is anticipated.

tion will be insignificant therefore a

d result in fewer accidents. Therefore, a

ces, employment and recreational areas.

of the transport network which will have a

This also has the potential to make public

elt land-take associated with this project.

this project therefore a minor negative

rastructure will alter the landscape,

se in the impermeable surface area which ninor could have a potentially positive

allow for greater capacity at the junction,

and cars queuing, which will result in

slightly but could also see an increase in

severe rainfall events associated with not increased and should be designed to

t infrastructure; however, it will also be

The project is to upgrade Junction 3 of the Fletton Parkway to improve the capacity of the interchange. There is likely to be minor positive effects to improvements to the local air quality, GHG emissions, health and safety by reducing congestion. Improvements are also anticipated with regards to improving accessibility and providing an efficient and reliable transport network. Minor negatives are expected with regard to landscape and townscape character, the historic environment with reference to the scheduled monument and biodiversity with a designated site close to the project site. Given that the project is located within Flood Zone 3 and will lead to an increase in the impermeable surface area, there is potential for the project to be at risk from flooding as well as contribute to increasing flood risk. Appropriate drainage will therefore need to be considered alongside the project.

## Table 10: A1260 Nene Parkway Junction 15

Intervention name	A1260 Nene Parkway Junction 15
Further Information	Capacity improvements to existing Junction 15, at the interchange between the A1260 and A47 Major Roads. Increased capacity to enable Peterborough's Core Strategy of 26,000 homes and 20,000 jobs to be delivered.
Local Authority	Peterborough
Current status	Pre-feasibility
Location	Longthorpe
Baseline	<ul> <li>Milton Hall Registered Park and Garden</li> <li>River Nene &lt;200m from the junction</li> <li>Agricultural Land Grade 2</li> <li>Flood Zone 1</li> </ul>

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	The junction improvements have the potential to reduce congestion and prevent cars from idling which will help to improve air quality. However, the be on the health of the local population is likely to be insignificant therefore a neutral effect is anticipated.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Improvements to the capacity of the interchange will have positive effects on the health and safety of this junction as it will ease congestion and could minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve accessibility to key servic Therefore, a minor positive effect is anticipated.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	Improvements to the capacity of the interchange will have positive effects on reducing congestion which will help to improve reliability and efficiency or positive impact on supporting and contributing to the local economic growth of the area. The project has the potential to allow the delivery of 20,000 net therefore a moderate positive effect is anticipated.
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	÷	Improvements to the capacity of the interchange will have positive effects on reducing congestion, making the road network more efficient. This may a and efficient therefore a minor positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	The project is unlikely to impact designated sites, green belt or ancient woodlands. There is potential for loss of natural habitat and therefore minor ne of the impact is unknown at this stage.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	Milton Hall Registered Park and Garden is adjacent to Junction 15. There is potential for negative effects during the construction phase as well as effect and garden. Minor negative effects have therefore been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	- / 0	Increasing the capacity of the junction will reduce congestion which may have positive effects on the setting of the landscape. The addition of new infr however, given that there is an existing busy road effects are considered neutral to minor negative. No greenbelt is affected by this project.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The junction improvement at Junction 32-31 is located within Grade 2 agricultural land. Depending on the land-take required, minor negative effects a
10. Protect and enhance the quality of the water environment	? / -	There are a number of waterbodies located adjacent to the scheme and the River Nene is located <200m from Junction 15. The project is likely to increasing the potential for contaminated run-off. However, the updates required to the road network will require updated drainage which, all positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located in Flood Zone 1 therefore the project is at a lower risk of flooding. However, given the project would increase the impermeable s at the junction, there is potential for an increase in the risk of flooding. Appropriate drainage will need to be considered alongside the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is not located in an area with an AQMA. This coupled with the improvements in capacity of the interchange at Junction 15 will reduce congresult in minor improvements to the air quality. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to improve capacity at this junction at the interchange between the A1260 and A47 major roads, which will help to ease congestion. reduce GHG emissions slightly but could also see an increase in road users, therefore a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project is likely to increase the impermeable surface area. This coupled with severe rainfall events associated with climate change will exacerbate 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 cha
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to improve capacity of the interchange to ease the congestion. This would be utilising the current updating the current infrastructure and maximising its use therefore an overall minor positive effect is anticipated.

penefits of the air quality improvements

d result in fewer accidents. Therefore, a

ces, employment and recreational areas.

of the transport network which will have a new jobs as well as 26,000 new homes

also make public transport more reliable

egative effects, however the significance

ects on the setting of the registered park

rastructure will alter the landscape,

are anticipated.

crease the impermeable surface area Ithough minor could have a potentially

surface area to allow for greater capacity

ngestion and cars queuing, which will

. Reducing the congestion will help to

e flooding issues. Appropriate measures ange effects.

t infrastructure; however, it will also be

The project is to upgrade Junction 15 for improved capacity of the interchange between A1260 and A47 major roads. There is likely to be minor positive effects to improvements to the local air quality, GHG emissions, health and safety by reducing congestion. Improvements are also anticipated with regards to improving accessibility and providing an efficient and reliable transport network. Neutral to minor negatives are expected with regard to landscape and townscape character, the historic environment and biodiversity with a designated site adjacent to the project site. There are no historic assets within close proximity of the project site therefore effects anticipated here are neutral. Given that the project is likely to increase the impermeable surface area, it has the potential to contribute to the risk of flooding therefore appropriate drainage will need to be considered as part of the project.

## Table 11: Crescent Bridge Pedestrian and Cycle Bridge

Intervention name	Crossont Pridge Pedestrian and Cycle Pridge
Intervention name	Crescent bluge redestrian and Cycle bluge
Further Information	Build cycle bridge across railway adjoining western side of Crescent Bridge.
Local Authority	Peterborough
Current status	
Location	Peterborough
Baseline	AQMA No. 1
	Five listed buildings

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	The project will help with connectivity of cycle and pedestrian routes therefore improving accessibility for walkers and cyclists, supporting active travel a travel rather than travel by car which could have a significant benefit on health. It may also improve air quality. Therefore, a moderate positive effect has
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	The project has the potential to improve the health and safety of the transport network by providing a safe crossing across a railway for both cyclists and remove cyclists and pedestrians from the road network therefore reducing the risk of accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	The Crescent Bridge connects the west of Peterborough and the city centre. The provision of bike and pedestrian access across railway adjoining the b employment and recreational areas and therefore a moderate positive effect has been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	The new bridge will improve pedestrian and cycling links to better integrate the west of the city and the city centre. Additionally, separating the cyclists a congestion. This project shall help to deliver a reliable and efficient transport network for all entering the city centre for shoppers, businesses and visitor
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 installation of a new cycle and pedestrian will help to reduce congestion by reducing the need to travel by car. The bridge will also promote cycling traffic-free alternative to using the Crescent Bridge. Overall, a major positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	The project has the potential to have indirect positive effects on biodiversity by reducing the reliance on private car and the number of journeys made by identified.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There are a number of listed buildings near to the site of the new cycle and pedestrian bridge. There is potential for these buildings to be affected during affected. A minor negative effect has therefore been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?	The scheme's effect on the landscape and townscape character will depend on the final design of the bridge.
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 effects on the quality of soils, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	Given that the project is located within an already developed and urban landscape, there is unlikely to be effects on the water environment. A neutral im
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	Although the project proposed to build a bridge across existing railway, both construction and operation is unlikely to have an effect on the risk of floodir has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	Moderate positive effect is expected on local air quality with the potential increase use of bike rather than car for travel, protecting and improving air qua
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	Potential increase bike use and reduction in car travel is expected to reduce GHG emissions from vehicles, thereby having a moderate positive effect or change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely effects on the vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards, therefore a neut
15. Maximising the use and lifespan of existing transport infrastructure	+	Potential minor positive effect on the lifespan of existing transport infrastructure is expected should there be an increase use of bikes rather than car tra

is a result. This may encourage more people to use active s been identified.

nd pedestrians. This separate crossing is also likely to

bridge will likely improve accessibility to key services,

and pedestrians from the motorised road users will ease rs. Overall, a minor positive effect is anticipated

and walking to access the city centre and provides a safer,

y vehicles. A minor positive effect has therefore been

g the construction phase and also for the setting to be

npact has been therefore been identified.

ing to transport infrastructure, therefore a neutral impact

ality in AQMA No. 1, which the project is located within.

on the reduction of Peterborough's contribution to climate

tral impact has been identified.

avel, reducing pressure on the network.

Construction of a bridge which links to the city centre will have a general positive effect on accessibility, human health, air quality and biodiversity. It has the potential to encourage more people to use active modes of transport rather than use the private car. This would likely have a positive effect on reducing congestion. While direct impact on surrounding listed buildings are not expected, there is potential indirect negative effect from vibration during construction stage.

## Table 12: Eastern Industries Fengate Capacity

Intervention name	Eastern Industries Fengate Capacity
Further Information	Capacity improvements to existing infrastructure, possible dualling of link road or alternative access arrangements.
	Provides access to large employment area at Red Brick Farm within the Eastern Industries, enabling the creation of 6,000-8,000 jobs,
Local Authority	Peterborough
Current status	Pre-feasibility
Location	Peterborough
Baseline	Within SSSI impact risk zone
	<ul> <li>Adjacent to Flood Zones 2 and 3</li> </ul>
	AQMA No. 1

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	-/+	There is potential for the project to reduce congestion by increasing the capacity of the road network. This may have positive effects on air quality and that the project may lead to dualling of the link road, it may attract additional vehicles. A mixed positive and negative effect has therefore been identified
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	- / +	Minor positive effect on the safety of the transport network is expected from improving access to Eastern Industries where the road is used by both priva attracts additional vehicles to the area, there may be an increase in the risk of accidents occurring. A mixed positive and negative effect has therefore b
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	Moderate positive effect on accessibility is expected from the increased capacity access to Eastern Industries which is a large employment area.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	Major positive effect is expected from the proposed capacity improvement which may improve the reliability and efficiency of the transport network, supplying the support that Eastern Industries is a large employment area. It may also help to support the creation of 6,000-8,000 new 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	++	A moderate positive effect is expected as the project is expected improve the capacity of Parnell way or with alternative access arrangement, thereby in promote the use of sustainable modes of transport.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	A minor negative effect is expected as improved road capacity may cause habitat fragmentation and/or deterioration in habitat environment and the con traffic volume, especially when the project is situated within a SSSI impact risk zone.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/-	While there is no existing designated historic assets within close proximity of the proposed project, there is a risk/potential for the discovery of historic re
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	Potential minor negative effect on the landscape and townscape character is expected from the widening of Parnell Way or redirection of traffic to other
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	Minor negative effect on the quality of soil is expected as increased traffic and potential road widening may cause soil compaction and/or erosion. Howe agricultural / greenfield land, and unlikely to have opportunities in remediating contaminated land.
10. Protect and enhance the quality of the water environment	?/-	There is potential for the project to affect the water environment given it is likely to increase the impermeable surface area which could lead to an increat to the road network will require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	Considering the Parnell Way is located next to Flood Zone 2 and 3 there is potential for the project to be at a higher risk of flooding. In addition, it is likel potential to contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	-	Parnell Way is located within AQMA No.1, and the increasing road capacity to accommodate more traffic will lead to increased air pollution from vehicul are expected to increase. However, the capacity improvements may reduce emissions associated with idling cars in traffic jams. Therefore, a moderate
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change		The increase of road capacity is expected to allow for more road traffic, leading to an increase in GHG emissions and Peterborough's contribution to clin reduce emissions associated with idling cars in traffic jams. Therefore, a moderate negative effect is expected.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	Subject to the final capacity improvement arrangements, considering the project is located next to Flood Zone 2 and 3, there is a potential for minor neg vegetation/land clearance (albeit small extent) for road widening. This coupled with severe rainfall events associated with climate change will exacerbat permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effect
15. Maximising the use and lifespan of existing transport infrastructure	++	Moderate positive effect is expected as capacity improvement is expected to further maximise the use and lifespan of existing road.

therefore lead to improvements in health. However, given d.

vate cars and heavy goods vehicles. However, if the project been identified.

porting the local economic growth and competitiveness,

mproving congestion. However, this project does not

nnection between habitats and species from increased

resources from excavation during construction.

r roads.

ever, the project is not expected to cause any loss of

ase in contaminated run-off. However, the updates required t through implementation of sustainable drainage (for

ely to increase the impermeable surface area which has the

alar emission, especially if the number heavy good vehicles e negative effect is expected.

imate change. However, the capacity improvements may

gative effect on flood risk from the removal of te flooding issues. Appropriate measures such as ts.

Moderate to major positive effects are expected for existing road network and road users (associated with improved accessibility and safety) from proposed capacity improvement. However, major negative effects are expected on air quality and contribution to climate change from the improved capacity with increased traffic volume. There is also potential for the project to be contribute to the risk of flooding given that it will increase the impermeable surface area. Appropriate drainage will need to be considered as part of the project.

## Table 13: Peterborough University Access

Intervention name	Peterborough University Access
Further Information	A package of improvements to create and enhance walking and cycling links to the University, improve highway access to the Parkway network, and consider how best to replace the currently occupies the University site.
Local Authority	Peterborough
Current status	
Location	Fengate in Peterborough
Baseline	Nene Washes Ramsar Site, SSSI, SAC and SPA
	<ul> <li>Flood zones 2 and 3</li> </ul>
	AQMA No. 1

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	Capacity improvements may result in improvements to congestion which could have positive effects on air quality. However, the benefits for human heat been identified.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	There may be minor positive effects on the health and safety of the transport network if existing constraints or hazards are also identified and addressed
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	Minor positive effects on accessibility are expected with improved road network capacity.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	Minor positive effects are expected as the improved road capacity will increase the efficiency of transport network, supporting and contributing to local e
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	+	Although the project is expected to reduce traffic congestion by improving existing infrastructure capacity, it does not reduce the need to travel by car or positive impact has been identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	? / -	The project is in close proximity to the Nene Washes Ramsar site, SSSI, SAC, SPA. However, the HRA concluded that there is no likely significant effective during construction.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	There are no listed historic features around the proposed project area. However, subject to the details of improvement works to be proposed, there is st (excavation).
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	While details of the improvement works are to be confirmed, the overall townscape character around Fengate is not expected to be affected from road with 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	-	Minor negative effect on the quality of soil is expected as increased traffic and potential road widening and junction improvements may cause soil comp expected to cause any loss of agricultural / greenfield land, and unlikely to have opportunities in remediating contaminated land.
10. Protect and enhance the quality of the water environment	?/-	Given that the capacity improvements may result in the widening of the road, there is potential for the impermeable surface area to be increase. However, updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of sust
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	Parts of Fengate South is located within Flood Zone 2 and 3 therefore the transport infrastructure is likely to be at a higher risk of flooding. The project r contribute to the risk of flood. Appropriate drainage will need to be considered alongside the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	University and Fengate South is located within AQMA No.1, potential negative effects on local air quality from road capacity improvement which will lear capacity improvements may reduce emissions associated with idling cars in traffic jams. Therefore, a moderate negative effect is expected.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	Moderate negative effect is expected as increased capacity is expected to result in increase in GHG emission from increased traffic volume, and also in However, the capacity improvements may reduce emissions associated with idling cars in traffic jams.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	Subject to the final capacity improvement arrangements, considering parts of Fengate South is located within Flood Zone 2 and 3, there is a potential for vegetation/land clearance for road widening. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Ap 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	+	Improving capacity is expected to maximise the use and lifespan of existing transport infrastructure, therefore a minor positive impact has been identified

surface-level parking provision that

alth is likely to be insignificant therefore a neutral effect has

ed in the process of improving existing road network.

economic growth and competitiveness

r promote sustainable transport modes; therefore, a minor

ects. There is potential for minor disturbance of species

till a potential for discovery during construction

widening or junction improvement. Therefore, neutral

baction and/or erosion. However, the project is not

ver, the updates required to the road network may require stainable drainage (for example, SuDS). may increase the impermeable surface area and therefore

ad to increased road traffic and air pollution. However, the

ncrease Peterborough's contribution to climate change.

or negative effect on flood risk from the removal of propriate measures such as permeable surfacing and

ed.

Increasing existing road network capacity will have positive effects on the efficiency of transport networks thereby improving accessibility to key services, employment area, thus supporting local economic growth. There is potential that the improved capacity will reduce congestion and therefore improve air quality and reduce GHG emissions. However, there is potential for the capacity improvements to attract more vehicles which could result in negative effects. The health benefits from the improvements in air quality are not likely to be significant but the health and safety of the road network will likely improve. There is potential for negative effects on biodiversity, the historic environment, soils, the water environment, flooding and climate resilience.

## Table 14: Frank Perkins Parkway Junction 4 – 5 widening

Intervention name	Frank Perkins Parkway Junction 4 – 5 widening	
Further Information	Widen parkway to D3-lane.	
Local Authority	Peterborough	
Current status		
Location	A1139 (Frank Perkins Parkway) Junctions 4 (Fletton Parkway) – 5 (Boongate), near Fengate	
Baseline	Nene Washes SSSI, Ramsar, and SAC     Jisted buildings	
	Flood Zones 2 and 3	
	AQMA No. 1	

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	The widening of the junction may lead to reduced congestion and therefore air quality improvements. However, the effects on health are likely to be insi
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Potential minor positive effects on safety if the project improves traffic flow, reducing the likelihood of accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	Widening the parkway to D3-lane is expected to allow better traffic flow, thereby improving accessibility to key services. A minor positive effect has been
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	Efficiency of the transport network is expected to improve from road widening allowing smoother traffic flow. This will allow better access to key services therefore major positive effect 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	+	Although the project is expected improve road congestion, it will not be through the reduction in need for car travel and promotion of sustainable modes identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	The HRA concluded no likely significant effects on the designated sites (Nene Washes SSSI and Ramsar Site and SAC). There is potential for loss of n minor negative effects, however the significance of the impact is unknown at this stage.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There are two listed buildings near the Parkway Junction 4 and 5, while no direct impact is expected, there may be minor indirect effects from vibration of
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The project is unlikely to have effects on the townscape character as it is expected to remain similar to existing condition after widening.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	Widening of the parkway may lead to soil compaction or erosion, having a minor negative effect on the quality of soil. However, the project is not expect there be likely any opportunities for contaminated land remediation.
10. Protect and enhance the quality of the water environment	?/-	Subject to the preventive and mitigation measures during construction of widening works, the Parkway crosses the River Nene and may have a minor n increase the impermeable surface areas which could increase contaminated run-off. However, the updates required to the road network may require up potentially positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The Parkway is within Flood Zone 2 and 3, subject to detailed design of proposed widening, there could be either positive or negative effect on the risk of the potential to increase the impermeable surface area which could contribute to the risk of flooding. Appropriate drainage will need to be considered as
12. Protect and improve local air quality, particularly in the AQMAs	- / +	Increased traffic volume could occur as a result of the project, hence increasing air pollution from vehicle emissions. This could have negative effects or falls within. However, the improvements may reduce emission associated with idling vehicles in traffic jams.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	-/+	Increased traffic volume could occur as a result of the project, therefore increasing GHG emissions from vehicles. However, the improvements may reduce the second
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?	The Parkway is within Flood Zone 2 and 3, subject to detailed design of proposed widening, there could be either positive or negative effect on the vulne and/or flood mitigation measures embedded with road design). The increase in the impermeable area coupled with severe rainfall events associated with Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account
15. Maximising the use and lifespan of existing transport infrastructure	+	Widening the Parkway is expected to have a minor positive effect on the use and lifespan of existing transport infrastructure.

significant therefore a neutral effect has been identified.

en identified.

s which will help contribute and support the local economy

s of transport. Therefore, a minor positive effect has been

natural habitat (outside the designated sites) and therefore

during construction or operation (heavy traffic).

cted to cause loss of agricultural / greenfield land, nor will

negative effect on the water environment. The works may pdated drainage which, although minor could have a

of flooding to transport infrastructure. The project also has s part of the project.

n air quality, particularly AQMA No. 1 which the project

duce emission associated with idling vehicles in traffic jams.

nerability to flood risk (for example, vegetation removal ith climate change will exacerbate flooding issues. t for future climate change effects.

Widening of the Parkway may increase existing road capacity and reduce congestion, improving accessibility to surrounding services thereby supporting local economic growth. Reduced congestion may also lead to improvements in air quality and reductions in GHG emissions. However, increased traffic could result from the project which has potential to have negative effects. There is also likely to be improvements to the health and safety of the road network. The project has the potential to have negative effects on biodiversity, the historic environment, soils, the water environment, flooding, and climate resilience.

# Table 15: Hampton East Coast Main Line (ECML) Rail Crossing

Intervention name	Hampton East Coast Main Line (ECML) Rail Crossing
Further Information	New road over ECML.
Local Authority	Peterborough
Current status	
Location	Road Location is unknown; however, baseline area has been completed on section of ECML south of Market Deeping and north of Peterborough
Baseline	<ul> <li>One listed building</li> <li>AQMA No. 1</li> </ul>
	Flood Zones 2 and 3     River Welland, South Drain and Brook Drain

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	There is unlikely to be effects on health.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	Potential minor positive effect on health and safety on the transport network from the new road, which will enable safer crossing and minimise the likelih
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	Moderate positive effect is expected on accessibility as the project may provide a more direct route for travelling
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	There is potential for a minor indirect positive effect on the support and contribution to local economic growth given the new road will help to improve ac
<ol> <li>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</li> </ol>	÷	There is potential for the project to alleviate congestion elsewhere by providing a new a road link. However, this will unlikely to contribute to the need to mode. Therefore, a minor positive effect has been identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	? / -	The scale of the proposed new rail crossing is unlikely to cause significant effect on biodiversity considering there is already a rail line and a major road there may still be minor negative effect if disturbance (increased traffic) increases as a result.
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	? / -	There are listed buildings immediately next to the proposed new rail crossing which may cause minor negative effect from vibration, though these may a
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	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	There is unlikely to be effects on the quality of soils, nor loss of agricultural/greenfield land, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	?/-	River Welland is located nearby to the propose site. The project has the potential to increase the impermeable area and therefore increasing the risk of the road network may require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment the example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is located within Flood Zone 3 therefore there is potential for flood risk. The new road will likely increase the impermeable surface area which drainage will need to be considered alongside the project.
12. Protect and improve local air quality, particularly in the AQMAs	0	The new rail crossing may be an alternative route to existing traffic and is not expected to induce additional traffic, therefore a neutral impact has been in
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	The new rail crossing may be an alternative route to existing traffic and is not expected to induce additional traffic leading to increase GHG emission, the
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project will likely lead to an increase in the impermeable area. This coupled with severe rainfall events associated with climate change will exacerbat 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	+	The new road crossing ECML is expected to divert some traffic from other existing roads, which may reduce pressure on these existing roads. Therefore transport infrastructure is expected.

hood and/or risk of accidents.

ccessibility.

o reduce car travel or promotion of sustainable transport

(A1175) and there are no designated sites nearby, though

already be subject to impacts from existing rail line.

f contaminated run-off. However, the updates required to through implementation of sustainable drainage (for

ch further contribute to the risk of flooding. Appropriate

identified.

nerefore a neutral impact has been identified.

ate flooding issues. Appropriate measures such as ts.

re, a minor positive effect on the lifespan of existing

Considering the scale of the project, majority of the effects have been identified as minor and/or indirect, or neutral. The new road crossing will provide a new link across the railway which will likely lead to improved accessibility to key services. This may support local economic growth and the introduction of new rail crossing will have positive effect on the safety of transport network. However, there is potential for negative effects on biodiversity, the water environment, flooding and climate resilience. Although the project may reduce congestion on the roads elsewhere, there is unlikely to be significant effects on air quality, GHG emissions or health.

## Table 16: Stanground Fire Station Junction

Intervention name	Stanground Fire Station Junction
Further Information	Further study work to identify improvement works to Junction 68, with PT priority.
Local Authority	Peterborough
Current status	
Location	Stanground Fire Station Roundabout, Stanground
Baseline	Nene Washes Ramsar and SSSI     AQMA No. 1
	<ul> <li>Fletton Lake is less than 500m from potential site</li> <li>Flood Zone 1</li> </ul>

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	It is unlikely that the study will have a direct effect on health. However, if the outcomes of the study include improvements to the junction there may be a quality and benefit health, but effects would likely be insignificant.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	0	It is unlikely that the study will have a direct effect on the health and safety of the road network. However, if the outcomes of the study identify the requir positive effects.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	0	There is unlikely to be direct positive effects of the study on improving accessibility. However, there are potential for minor positives effect if the outcome reducing congestion and accidents, around Junction 68. This will likely result in increased accessibility to key services, employment and recreational are
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	The study is unlikely directly affect the local economy. There is potential that the improvements, which are identified in the study, could contribute to the of the road network.
<ol> <li>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</li> </ol>	0	It is unlikely that the study will contribute directly to reducing congestion. However, there is potential for positive effects if the outcomes of the study iden will likely improve capacity, reduce congestion, and improve bus journey reliability which is currently an issue.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	There is unlikely to be direct effects on biodiversity as a result of the study. However, if junction improvements are suggested, the Nene Washes SSSI a works. The likelihood, extent and nature of impact on biodiversity is yet to be determined, subject to the study findings and the proposed works to be call
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	0	There is unlikely to be direct effects of the study on the historic environment. However, there are no designated historic resources around Junction 68 a developed, there is unlikely to be effects on the historic environment.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	It is unlikely that the study will directly affect the landscape and townscape. However, the outcomes of the study may have an effect although this will de
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	It is unlikely that there will be direct effects as a result of the study. However, if the outcomes identity improvements to the junction, no effects are expectively of Junction 68 and is unlikely to impact on quality of soils.
10. Protect and enhance the quality of the water environment	0	The study is unlikely to directly impact the water environment. However, Fletton Lake is less than 500m to the west of Junction 68. If the outcomes of th increase the impermeable area, there may be an increased risk of contaminated run off.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be direct effects on the risk of flooding and contribution to flood risk as a result of the study. However, if the outcomes of the study id increase in the impermeable surface area then there is potential for an increase in flood risk. The junction is located in Flood Zone 1, however there are
12. Protect and improve local air quality, particularly in the AQMAs	0	The study is unlikely to contribute directly to improvements in air quality. If the outcomes of the study require improvements to increase the capacity of the pollution to AQMA No.1, there may be negative effects expected. However, the improvements maty reduce emission associated with idling vehicles in the pollution to AQMA No.1, there may be negative effects expected.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	The study is unlikely to contribute directly to GHG emissions. If the outcomes of study require improvements works to be carried out, there may an increase emissions. However, the improvements maty reduce emission associated with idling vehicles in traffic jams.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be effects on the vulnerability to climate change by minimising flood risk as a direct effect of the study. However, there is potential fo junction which lead to an increase in the impermeable surface area.
15. Maximising the use and lifespan of existing transport infrastructure	0	The study is unlikely to contribute directly to maximising the use of the infrastructure. However, improvement works to the junction may lead to positive of

a reduction in congestion. This could therefore improve air

irements for improvement works there is potential for

nes of the study identify works that will improve traffic flow, reas.

e local economy by improving the reliability and efficiency

ntifies junction improvements. The junction improvements

and Ramsar site is located near the potential location for arried out in the future.

and taking into account the area is already relatively

epend on the extent and design of the final works.

cted as there is no agricultural / greenfield land in the

he study identify improvements to the junction, and

dentify improvements to Junction 68 and require an e areas of Flood Zone 2 and 3 relatively close by to the site.

the junction, and consequently increase traffic and air traffic jams.

ease the capacity and therefore additional traffic and GHG

or effects if the outcomes require improvements to the

effects.

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# Summary:

As this project only involves the study of potential improvement works needed for Junction 68, majority of the identified neutral impacts will be subject to the final works to be carried out.

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## Table 17: A1260 Nene Parkway Junction 32/33

Intervention name	A1260 Nene Parkway Junction 32/33
Further Information	Widen parkway to D3-lane
Local Authority	Peterborough
Current status	
Location	Between Orton Longueville and Longthorpe: Junction 32 Nene Parkway meets Oundle Road and Junction 33 Nene Parkway meets Longthorpe Parkway
Baseline	Orton Pit SSSI and SAC
	<ul> <li>One scheduled monument (Romano-British settlement) and 2 listed buildings</li> <li>Junction 32 within Flood Zone 2</li> </ul>

AQMA No. 1

River Nene

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	There may be an improvement in air quality as a result of the works, however the benefits for health are likely to be insignificant therefore a neutral effective of the second
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	The widened parkway is expected to relieve dense road traffic, and therefore have minor positive effect on the health and safety of the transport networ
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	Accessibility to key services, employment and recreational areas are expected to improve with smoother traffic flow and increased capacity after wideni
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	With improved accessibility and additional capacity, the transport network is expected to become more reliable and efficient, thereby supporting and con
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 project is likely to have a minor positive effect on congestion as it will improve traffic flow. This also has the potential to contribute to more efficient a
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	Junction 32 to 33 of the Nene Parkway located next to the Ferry Meadows Country Park and in between two SSSIs and a LNR. There is potential for loc however the significance of the impact is unknown at this stage. The HRA concluded no likely significant effects to the Orton Pit SAC.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There is a Grade II listed building next to Junction 32 and scheduled monument at Junction 33, there may be potential negative effects on these depend construction method.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-	There is likely to be minor effects on the landscape and townscape character as the scheme is to widen the existing Parkway, though negative due to the across the landscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	There is potential for negative effects on the soils and loss of agricultural / greenfield land, therefore a minor negative effect has been identified.
10. Protect and enhance the quality of the water environment	?/-	The road section between Junction 32 and 33 of the Nene Parkway crosses the River Nene, with multiple lakes north and west of the road. Potential ne stage, to these waterbodies if preventive and/or mitigation measures are not implemented. The project also has the potential to increase the impermeat However, the updates required to the road network may require updated drainage which, although minor could have a potentially positive impact on the of sustainable drainage (for example, SuDS).
<ol> <li>Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk</li> </ol>	?/-	The junction is located within Flood Zone 2 and is therefore at a higher risk of flooding. Given the project has the potential to increase the impermeable flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	Potential negative effect on air quality locally and within AQMA No.1 as the widened parkway is expected to allow for more traffic, hence increased vehi benefits in reduced idling emissions and current congestion.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	The additional traffic from the widened parkway will increase the amount of GHG emission from vehicles, having a negative effect on Peterborough's constraints in reduced idling emissions and current congestion.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project will likely lead to an increase in the impermeable area. This coupled with severe rainfall events associated with climate change will exacerbate permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed to account for future climate change effect

ect is identified.

rk.

ing the Nene Parkway into D3 lane.

ntributing to local economic growth.

and reliable public transport.

oss of natural habitat and therefore minor negative effects,

ding on details of the widening works, for example the

he potential increased magnitude of the infrastructure

egative effects are expected, especially during construction ble surface area which could lead to contaminated run-off. e quality of the water environment through implementation

surface area, it may further contribute to the risk of

icular emission and pollution. However, there may be

ontribution to climate change. However, there may be

ate flooding issues. Appropriate measures such as ts.

SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	+	By widening the existing parkway, it will further maximise the use and the lifespan of existing transport infrastructure to accommodate increasing traffic, a location.

The project will likely help to reduce congestion which has the potential to improve air quality, reduce GHG emissions, improve accessibility and contribute to economic growth. However, there is also potential that the improvements will attract additional vehicles which may result in negative effects. The health and safety of the road network will likely be improved. There is potential for negative effects on biodiversity, the historic environment, soils, landscape, the water environment, flooding and climate resilience.

as opposed to the construction of a new road at another

## Table 18: Sustainable Travel Improvements

Intervention name	Sustainable Travel Improvements
Further Information	Promoting sustainable travel and infrastructure improvements in Peterborough.
Local Authority	Peterborough
Current status	Pre-feasibility
Location	Peterborough
Baseline	Not Applicable

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	There is likely to be health benefits for the local population as a result of this project. Through promote sustainable transport, moving away from private improvements and therefore health benefits. The project may also encourage active modes of transport, such as walking and cycling, which will also re transport infrastructure may also increase accessibility for recreation and social opportunities, particularly for those without a car, which would positive a
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	By promoting sustainable transport, the reliance on private cars is likely to be reduced. This has the potential to indirectly lead to a reduced risk and like therefore making the transport network safer.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	The project is likely to improve accessibility to key services, particularly through public transport. This may provide or improve access to employment ar may otherwise would not have been able to.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The promotion of public transport is likely to make the transport network more efficient through reducing congestion. There may also be improvements in more frequent and reliable services. This may result in benefits for the local economy as the area will be more attractive for businesses. Journey time benefit businesses such as delivery services.
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 project aims to promote sustainable transport which is likely to have subsequent effects on reducing congestion. Improved infrastructure is also like result in a more reliable and efficient public transport network.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	There may be indirect positive effects for biodiversity due a decrease in the number of private cars through promoting public transport. However, there biodiversity, although this is dependent on the type and location of infrastructure improvements proposed as part of this project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/-	The historic environment has the potential to be negatively affected by the infrastructure improvements which may be proposed as part of this project. He exact location and design of the improvements.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?/-	The landscape and townscape has the potential to be negatively affected by the infrastructure improvements which may be proposed as part of this protype, exact location and design of the improvements.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/-	Soils, agricultural and greenfield land have the potential to be negatively affected by the infrastructure improvements which may be proposed as part of on the type, exact location and design of the improvements.
10. Protect and enhance the quality of the water environment	?/-	The water environment has the potential to be negatively affected by the infrastructure improvements which may be proposed as part of this project. He exact location and design of the improvements.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The infrastructure improvements as part of this project has the potential to be negatively affected by flood risk and also has the potential to contribute to depend on the type, exact location and design of the improvements.
12. Protect and improve local air quality, particularly in the AQMAs	++	Through promoting sustainable transport, there is likely to be an increase in the use of public and active modes of travel which will help to improve air q
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	Through promoting sustainable transport, there is likely to be an increase in the use of public and active modes of travel which will help to reduce GHG
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	There is potential for the infrastructure improvements to affect climate resilience. However, this will depend on the type, exact location and design of the
15. Maximising the use and lifespan of existing transport infrastructure	+	It is likely that the use of the existing transport network will be maximise through promoting public transport. The project may result in increased frequer therefore making it more attractive.

e car, there is likely to be air quality esult in health benefits. Improving affect physical and mental wellbeing. elihood of accidents on the road

nd recreation opportunities for those who

to the public transport network, resulting es may also be reduced which is likely to

ely to reduce congestion and may also

is potential for negative effects on

However, this will depend on the type,

oject. However, this will depend on the

f this project. However, this will depend

owever, this will depend on the type,

o the risk of flooding. However, this will

quality.

emissions.

e improvements.

ncy and reliability of public transport

Accessibility, particularly for those without a car, is likely to be improved as a result of this project as it aims promote sustainable transport modes which is likely to include public transport. It is also likely to include the use of active modes of transport which will have benefits for health. Sustainable transport will result in improvements in air quality, also with subsequent health benefits, as well as a reduction in GHG emissions. The health and safety of the road network also has the potential to be improved indirectly through a reducing the reliance on private cars. The effects on biodiversity, the historic environment, landscape and townscape, the water environment, flooding, soils and climate resilience are uncertain given that the exact type, location and design of the infrastructure improvements is unknown.

# Table 19: Closure of Level Crossings

Intervention name	Closure of level crossings
Further Information	To improve safety and journey times
Local Authority	Peterborough
Current status	Ongoing (to 2025)
Location	Peterborough
Baseline	Not Applicable

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	There may be indirect positive effects on health given the project aims to reduce peak-traffic time congestion. This could lead to improvements to air quality a local population, however these are likely to be significant therefore a neutral effect has been identified.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+++	Level crossings are considered to be dangerous where vehicles and pedestrians can be hit by passing trains. The closure of level crossing is likely to signification road network and improving safety is a key driver for this project. The objectives also include embedding safe systems approach into all planning and transport zero fatalities or serious injuries
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	There may be improvements in accessibility to key services through reducing peak-traffic congestion. A minor positive effect has therefore been identified.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	There is potential for minor positive effects on the local economy given that congestion will be reduced, and journey times improved. This will contribute to a r network. By reducing the risk associated with level crossings, there may be economic benefits for network rail as well as reducing economic loss and burden services 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	++	By removing level crossing there is likely to be a reduction in road traffic congestion, particularly at peak times, therefore moderate positive effects have been
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	0	There is unlikely to be any effects on biodiversity as a result of this project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There is unlikely to be any effects on the historic environment as a result of this project.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	There may be improvements to the townscape if the removal of level crossings prevents congestion. Minor positive effects have therefore been identified.
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 as a result of this project.
10. Protect and enhance the quality of the water environment	0	There is unlikely to be any effects on the water environment as a result of this project.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be any effects on flood risk as a result of this project.
12. Protect and improve local air quality, particularly in the AQMAs	+	By reducing congestion around the level crossings, there is likely to be less car idling, which will therefore lead to an improvement in local air quality. Minor point identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	There is likely to be a reducing in GHG emissions given that traffic congestion will likely be reduced by the removal of level crossings.
<ol> <li>Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards</li> </ol>	0	The project is unlikely to have any effects on climate resilience.
15. Maximising the use and lifespan of existing transport infrastructure	+	By removing the level crossings, the road network will be able to operate to its full potential as congestion will be reduced. This will maximise the use of the road

and therefore benefits for health of the cantly improve the health and safety of the oort operations to achieve Vision Zero more efficient and reliable transport n identified. ositive effects have therefore been

oad network.

The removal of level crossings is likely to significantly impact the health and safety of the transport network therefore major positive effects have been identified. Level crossings are considered to be dangerous and can lead to serious accidents for vehicles, pedestrians and cyclists. The removal of the level crossings will also likely lead to reduced congestion and improved journey times which will lead to benefits for the economy, accessibility, air quality and GHG emissions. There may also be improvements to the townscape if the removal of crossings reduces traffic congestion within a town, city or village. The use of the road network is also likely to be maximised. No effects have been identified for biodiversity, historic environment, soils, water environment, flooding and climate resilience.

# Table 20: North Westgate Redevelopment

Intervention name	North Westgate Redevelopment	
Further Information	Highway improvements are still being determined and these will be developed as part of the master planning process	
Local Authority	Peterborough	
Current status	Pre-feasibility (2021-25)	
Location	North Westgate Redevelopment extends from Bourges Boulevard across to Lincoln Road, and from Bright Street on the north side to Westgate at the south.	
Baseline	<ul> <li>Listed buildings within the proximity of the development area</li> <li>Urban Grade Agricultural Land</li> <li>Flood Zone 1</li> <li>River Nene approximately 1km from development area</li> </ul>	

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	The highway improvements may reduce congestion which could result in improvements to air quality and benefits for health. Minor positive effects have been
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	There may be indirect positive effects on the health and safety of the road network as a result of the highway improvements associated with the North Westga
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	The highway improvements associated with the North Westgate Redevelopment will likely increase accessibility, linking up this new mixed-use development v
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	The highway improvements will help to increase the accessibility to this new development. This will likely encourage businesses to locate there and attract vis 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	+	There may be improvements to road traffic congestion as a result of the highway improvements. The North Westgate Development should consider accessibil of transport alongside the highway improvements.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	There is unlikely to be any effects on biodiversity as a result of this project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	The project has the potential to negatively affect the historic environment. There a number of listed buildings within the proximity of the development area ther surrounding the development site may have negative effects on the setting of these buildings.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-/+	The townscape may be negatively affected during the construction phase of the highway improvements. However, there is potential for the improvements to re accessibility which will likely lead to improvements for the townscape. Mixed effects have been identified.
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 given the works will likely occur within a built-up urban area.
10. Protect and enhance the quality of the water environment	0	There is unlikely to be any effects on the water environment given the works will likely occur within a built-up urban area and appropriate drainage will likely be drainage required as part of the works and there is potential to consider Sustainable Urban Drainage Systems (SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	It is unlikely that the works will contribute to the risk of flooding given they will likely occur within a built-up area and appropriate drainage will likely be in place. required as part of the works and there is potential to consider SuDS. The North Westgate Development is located in Flood Zone 1 therefore the connecting h of flooding. However, there is an area of Flood Zone 2 and 3 to the south therefore if the improvements extend to this area, there may be a higher risk of flood
12. Protect and improve local air quality, particularly in the AQMAs	+	The project has the potential to result in benefits for air quality if the highway improvements lead to a reduction in congestion.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project has the potential to result GHG reductions if the highway improvements lead to a reduction in congestion.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be any effects on climate resilience as a result of the project.
15. Maximising the use and lifespan of existing transport infrastructure	+	By improving the existing highways around the North Westgate Development site, the use and efficiency of the road network will likely be improved, and its us

n identified.

ate Redevelopment.

with other areas of the city.

sitors, benefitting and contributing to the

ility from active and sustainable modes

erefore improvements to the road

reduce congestion and improve

e in place. There may be additional

e. There may be additional drainage highways are likely to be at a lower risk ding.

se maximised.
The project aims to improve the highways around the proposed North Westgate Development in the city centre of Peterborough. The improvements have the potential to reduce congestion in this area of the city which will likely benefits air quality, GHG emissions and maximise the use and efficiency of the road network. The project will likely increase the accessibility of this development, connecting it with other areas of the city, which will help to contribute to the local economy and success of the development. There may also be positive effects on the townscape if congestion is reduced as a result of the project, however there may negative effects to the townscape during the construction phase. There is also potential for negative effects on the historic environment. No effects are anticipated for biodiversity, soils, the water environment and climate resilience. There is potential for the highway works to be affected by flooding, however this is uncertain given the exact location is unknown.

#### Table 21: Midgate, Broadway and Northminster public realm improvements

Intervention name	Midgate, Broadway and Northminster public realm improvements		
Further Information	Completion of public realm improvements, including new paving, lighting and street furniture, within Peterborough city centre		
Local Authority	Peterborough		
Current status	Pre-feasibility (2021-25)		
Location	Midgate, Broadway and Northminster		
Baseline	<ul> <li>Nene Washes Ramsar, SAC, SPA and SSSI</li> <li>Woodston Ponds and The Boardwalks LNRs</li> <li>Touthill and site of castle bailey Scheduled Monument</li> <li>Listed buildings within the proximity of the area</li> <li>Flood Zone 1</li> </ul>		

SEA Objectives	Assessment	S
1. Improve the health of the population and reduce health inequalities between areas and groups	+	As pe
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Tł
<ol><li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li></ol>	+	Tł pc
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	lt i
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	Tł ef

**Summary of Effects** 

reduce health inequalities between areas and groups	+	people to walk which will also have positive effects on health.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	There may be benefits for the health and safety of the road network through improved paving and lighting.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	There is not anticipated to be any effects on the accessibility to key services and employment. However, there may be improvements to the recreational specified positive effect has been identified.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	0	It is unlikely there may be any effects on the economy. However, an improved public realm may encourage people into the city centre, who may then spen
<ol> <li>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</li> </ol>	0	There is potential that the improvements may encourage more people to walk which could therefore reduce road traffic congestion. However, this is anticipate offect has been identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	0	There is unlikely to be any effects on biodiversity as a result of this project. The HRA concluded no likely significant effects on the Nene Washes Ramsar, S
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	?/0	There are numerous listed buildings and a scheduled monument within the area. There is potential that the setting of the historic environment could be affe however this is anticipated to be minimal.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	The townscape may be negatively affected during the construction phase. However, the project aims to improve the public realm and will therefore likely ha
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 given the works will likely occur within a built-up urban area.
10. Protect and enhance the quality of the water environment	0	There is unlikely to be any effects on the water environment given the works will likely occur within a built-up urban area and appropriate drainage will likely drainage required as part of the works and there is potential to consider Sustainable Urban Drainage Systems (SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	It is unlikely that the works will contribute to the risk of flooding given they will likely occur within a built-up area and appropriate drainage will likely be in pla required as part of the works and there is potential to consider SuDS. The project is located in Flood Zone 1 and therefore is at a low risk of flooding.
12. Protect and improve local air quality, particularly in the AQMAs	0	The project has the potential to encourage more people to walk which could potentially lead to a reduction in the number of vehicles and road traffic conges negligible therefore neutral effects have been identified for air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	The project has the potential to encourage more people to walk which could potentially lead to a reduction in the number of vehicles and road traffic conges negligible therefore neutral effects have been identified for GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be any effects on climate resilience as a result of the project.
15. Maximising the use and lifespan of existing transport infrastructure	+	By improving the public realm, the use and efficiency of the pedestrian network will likely be maximised.

As the project aims to improve the public realm, there may be benefits for health and wellbeing from enhancing the sense of place within Peterborough city centre. It may also encourage more

bace within the urban area therefore a minor

nd in shops.

bated to be negligible therefore a neutral

SAC and SPA.

ected during the construction of the works,

ave positive effects on the townscape.

y be in place. There may be additional

ace. There may be additional drainage

stion. However, this is anticipated to be

stion. However, this is anticipated to be

The project aims to improve the public realm in the city centre of Peterborough. This has the potential to encourage more people to walk, rather than travel by other modes, which has the potential to benefit health. By improving the public realm, there is also potential for benefits for health and wellbeing through an enhanced sense of place and the opportunity to enjoy outdoor space in an urban environment. There is potential that the historic environment may be affected during the construction of the works, however this is not anticipated to be significant. There is potential for a reduction in road traffic, however it is not anticipated to be significant as a result of this project therefore neutral effects have been identified for air quality, GHG emissions and congestion. There is also no anticipated effects on the economy, water environment, soils, climate resilience or flood risk.

#### Table 22: A47 Wansford to Sutton

Intervention name	A47 Wansford to Sutton
Further Information	Dualling of the A47 between Wansford and Sutton, and associated junction improvements at the Wansford / A1 roundabouts
Local Authority	Peterborough
Current status	Pre-feasibility (2021-25)
Location	Wansford to Sutton
Baseline	Sutton Health Bog SSSI, Wansford Pasture SSSI
	Flood Zone 1, 2 and 3
	Scheduled Monument and Listed Buildings
	Grade 2 and Grade 4 agricultural land

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	There is potential that the dualling of the road will help to reduce congestion which may improve air quality and therefore result in benefits for health.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	The health and safety of the road network may be improved through reduced congestion and increased capacity across two lanes.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	It is likely that the project will improve access to key services as it will provide increased capacity on the A47 which connects into Peterborough.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	The project will improve accessibility to local employment areas and housing and will consequently reduce localised congestion, which will result in a reliable a infrastructure improvement will in turn support and contribute 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	+	It is likely that the project will reduce congestion between Wansford and Sutton by provided additional lane capacity. It will not reduce the need to travel by car identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	? / -	The Sutton Heath Bog SSSI is located adjacent to the area of the A47 which is proposed to be dualled. There is potential for disturbance effects on the SSSI a potential for habitat loss from land take. A minor negative effect has been identified, however further assessment is required as the project design progresses
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	- /	There is a Scheduled Monument adjacent to the area of the A47 which is proposed to be dualled. There is potential for the setting of the Scheduled monumer given its close proximity. However, the A47 is an existing road, so effects will not be as significant as a new road.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	It is unlikely that there will be any significant effects on the landscape given the project is to increase the capacity of an already existing major road.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	/-	The project is likely to require land take consisting of Grade 2 or 4 agricultural land. Depending on the required land-take, a minor to moderate negative impact protection and conservation for the quality of soils.
10. Protect and enhance the quality of the water environment	?/-	The enhancements to the road network at this location are likely to take place on agricultural land, therefore this will have a negative impact by increasing the result in an increase in contaminated run-off to the River Nene. However, the updates required to the road network will require updated drainage which, althou positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is situated in Flood Zone 1, however there is an area of Flood Zone 2 and 3 as a result of the River Nene which is located adjacent to the A47. By area, the project could result in increased flood risk. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	The dualling of the A47 between Wansford and Sutton will potentially reduce traffic congestion which may have a positive effect on air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The dualling of the A47 between Wansford and Sutton will potentially reduce traffic congestion which may have a positive effect on GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project will increase the area of impermeable surface which has the potential to increase flood risk. This coupled with severe rainfall events associated wi 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 effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure along the A47 and associated junction improved which will likely ease congestion. This is likely to increas of current infrastructure.

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The project aims to dual the A47 from Wansford to Sutton, with associated junction improvements, which will increase capacity and will likely reduce congestion. As a result, there is likely to be improvements to local air quality, reduction in GHG emissions and increased access to employments areas, recreation and services. There are also likely to be benefits to the economy. However, there is potential for negative effects on soils as the project will require permanent land take of Grade 2 or Grade 4 agricultural land. Negative effects have also been identified for the historic environment given the proximity of the scheduled monument. There is also a SSSI adjacent to the area which is proposed to be dualled and therefore there may be disturbance effects. There may also be habitat loss from the land-take required for the additional lanes. Additionally, the scheme is located Flood Zone 1, however it is adjacent to the River Nene which is covered by Flood Zone 2 and 3, and by increasing the impermeable surface area has the potential to contribute to the risk of flooding.

# Table 23: Werrington Dive Under

Intervention name	Werrington Dive Under
Further Information	New grade-separated railway junction north of Peterborough to provide additional rail freight capacity
Local Authority	Peterborough
Current status	Pre-feasibility (2021-25)
Location	Wansford to Sutton
Baseline	<ul> <li>Flood Zone 1, 2 and 3</li> </ul>
	Listed Buildings
	Urban land

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	By improving the rail freight capacity there is potential that the need for road freight will be reduced. This has the potential to improve air quality and therefore
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	The project has the potential to reduce the number of freight vehicles travelling on the road through increasing the capacity of rail freight infrastructure. As a re in the safety of the road network.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	0	It is not anticipated that the project will have an effect on accessibility given it is for freight trains.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	Through improved rail freight capacity, there is potential for benefits to the local and wider economy as more goods will be able to be transported to, through a
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 project has the potential to reduce the number of freight vehicles travelling on the road through increasing the capacity of rail freight infrastructure. As a re in the congestion for the road network.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	The exact location of the project is unknown at this stage. There may be some land-take required which may lead to habitat loss. There are no designated site is potential for indirect positive effects on biodiversity through reduced vehicles on the road.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	The exact location of the project is unknown at this stage. There are some listed buildings within the surrounding area. However, it is not anticipated that they therefore a neutral effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	It is unlikely that there will be any significant effects on the landscape given the project it to create a separated junction on an already existing railway line.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	As the project is located within an urban, there is not anticipated to be any effects on soil. There may be some land-take required, however it is not anticipated
10. Protect and enhance the quality of the water environment	?/-	There is potential that the works could lead to an increase in the impermeable surface area which could lead to an increase in contaminated run-off. However require updated drainage which, although minor could have a potentially positive impact on the quality of the water environment through implementation of su There is potential for indirect positive effects on the water environment through reduced vehicles on the road, however this is anticipated to be negligible.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is situated in Flood Zone 1, however there are areas of Flood Zone 2 and 3. There is potential that the impermeable surface area will be increase increased flood risk. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	There is potential for the number of road freight vehicles to be reduced as a result of increased capacity within the freight infrastructure. This has the potential
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	There is potential for the number of road freight vehicles to be reduced as a result of increased capacity within the freight infrastructure. This has the potential emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project will increase the area of impermeable surface which has the potential to increase flood risk. This coupled with severe rainfall events associated with 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 effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update current rail infrastructure. This is likely to increase the efficiency and capacity, and therefore maximise the use of current infrastructure.

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The project aims to increase the capacity for rail freight which has the potential to reduce the number of freight vehicles on the road. As a result, there may be improvements to the congestion of the road network, improved air quality and a reduction in GHG emissions. The improvements to the rail infrastructure may also benefit the local and wider economy as more goods will be able to be transported to, through and from the area. It is not anticipated the project will have an effect on accessibility as it is focussed on freight travel. There is potential for negative effects as a result of an increase in the impermeable surface area which could contribute to contaminated run-off and increased flood risk.

# Table 24: Huntingdon to Peterborough Four Tracking

Intervention name	Huntingdon to Peterborough Four Tracking		
Further Information	Reinstating four tracks from Huntingdon to Peterborough along the East Coast Main line to provide additional capacity		
Local Authority	Peterborough		
Current status	Pre-feasibility (2021-25)		
Location	Huntingdon to Peterborough		
Baseline	<ul> <li>Great Stukley Railway Cutting SSSI; Woodwalton Marsh SSSI; Monks Wood and the Odd Quarter SSSI; Woodwalton Fen SAC, SPA and SSSI; and Holme Fen SSSI, Orton Pit SAC and SSSI.</li> <li>Monks Wood NNR, Holme Fen NNR</li> <li>Flood Zone 1, 2 and 3</li> <li>Listed Buildings</li> <li>Grade 1, 2, 3 and non-agricultural / urban land</li> </ul>		

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	By increasing the capacity of the railway line between Huntingdon and Peterborough, there is potential for the number of vehicles on the road to be reduced a This has the potential to result in air quality improvements and therefore health benefits.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Through reducing the number of vehicles on the road, therefore is potential that the likelihood of accidents occurring will be reduced and therefore the health improve.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+++	It is likely that there will be an improvement in accessibility between Huntingdon and Peterborough. Increased capacity to four lanes will likely result in more fr between these areas and beyond.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	With additional capacity and potentially an increased frequency of train services, a major positive effect is expected on the transport network, thereby support growth and competitiveness.
<ol> <li>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</li> </ol>	+++	Increased capacity for train services will have a major positive effect on the promotion of sustainable modes of transport as it is likely it will be a more attractive also likely reduce the need to travel by car which consequently will reduce congestion.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	There are multiple designated sites along the railway line between Peterborough and Huntington. The railway passes through the Great Stukley Railway Cutti therefore the project may result in negative effects during the construction. There may be some habitat loss as a result of land-take if this is required for the preinstate four tracks. The HRA identified no significant effects on SAC or SPA sites. There is potential for indirect positive effects on biodiversity through reduced the presence of the prese
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/-	There are listed buildings located within close proximity of the railway line. The setting of these listed buildings have the potential to be affected during the correct potential for setting effects during operations if there are more frequent train services. However, the significance of the effect requires further classification at the potential for setting effects during operations if there are more frequent train services.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	It is unlikely that there will be any significant effects on the landscape given the project is to increase the capacity on an already existing railway line.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/	There is potential for the project to result in land-take of Grade 1, 2 or 3 agricultural land. However, as the project states it aims to reinstate four tracks there n required. It is therefore anticipated that there is potential for negative effects depending on the amount of landtake.
10. Protect and enhance the quality of the water environment	?/-	There is potential that the works could lead to an increase in the impermeable surface area which could lead to an increase in contaminated run-off. However require updated drainage which, although minor, this could have a potentially positive impact on the quality of the water environment through implementation SuDS). There is potential for indirect positive effects on the water environment through reduced vehicles on the road, however this is anticipated to be negligited to be negligited.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is situated in Flood Zone 1, 2 and 3. There is potential that the impermeable surface area will be increase and therefore the project could result in drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	Through improving capacity of the rail network and thereby reducing the number of vehicles on the road, the project has the potential to result in air quality im
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Through improving capacity of the rail network and thereby reducing the number of vehicles on the road, the project has the potential to reduce GHG emission
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project will increase the area of impermeable surface which has the potential to increase flood risk. This coupled with severe rainfall events associated w flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not increased and should be designed t effects.

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SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update current rail infrastructure. This is likely to increase the efficiency and capacity, and therefore maximise the use of current infrastruct

The project aims to increase the capacity of the rail infrastructure between Peterborough and Huntingdon by reinstating four rail tracks. This will likely make public transport by train a more attractive and viable option for more people which will potentially reduce the number of vehicles on the road. As a result, there is potential for improvements to road traffic congestion, reduction in GHG emission and an improvement in air quality. It is likely the project will increase accessibility between Peterborough and Huntingdon, and potentially beyond, which also has the potential to result in benefits for the local economy. There are a number of designated sites along the railway line, and it passes through the Great Stukley Railway Cutting SSSI and Holme Fen SSSI/NNR, which have the potential to be affected. There is potential for habitat loss and the loss of soil through permanent land-take if it is required as part of the project. The HRA has concluded no likely significant effects on SAC, SPAs and Ramsar sites. Additionally, there is potential for negative effects as a result of an increase in the impermeable surface area which could contribute to contaminated run-off and increased flood risk.

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# Table 25: Queensgate Bus Interchange

Intervention name	Queensgate Bus Interchange	
Further Information	Improvements to the bus interchange and better links with the railway station	
Local Authority	Peterborough	
Current status	Pre-feasibility (2021-25)	
Location	Peterborough	
Baseline	Listed Buildings and Scheduled Monument	
	Urban land	
	No AQMA	

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	By improving the bus interchange and providing better links to the railway station, there is potential that the attractiveness of public transport will be enhanced number of vehicles on the road to be reduced which has the potential to result in health benefits through improved air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Through reducing the number of vehicles on the road as a result of enhancements to the public transport network, there is potential that the likelihood of accident therefore the health and safety of the road network will improve.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	It is likely that there will be an improvement in accessibility as a result of the enhancements. Users will be able to transfer between bus and train services more through and from Peterborough.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	There is potential that the enhancements to the bus interchange will help to support and contribute to local economic growth and competitiveness.
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	+++	Enhancements of the bus interchange is likely to have a major positive effect on the promotion of sustainable modes of transport as it will likely make it will be option. This will also likely reduce the need to travel by car which consequently will reduce congestion.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	0 / +	Given the project is located in a built-up urban area, it is not anticipated that there will be any effects on biodiversity. However, there is potential for indirect por reduced vehicles on the road.
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	?/-	There are listed buildings located within close proximity of the bus interchange. The setting of these listed buildings have the potential to be affected during the significance of the effect requires further assessment as the design progresses.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	There is potential for improvements to the townscape as an improved public transport network has the potential to reduce the number of vehicles on the road area. This will likely result in improvements to the townscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	There is not anticipated to be any effects on soils as a result of this project.
10. Protect and enhance the quality of the water environment	+	It is unlikely that the works will lead to an increase in the impermeable surface area. The updates required to the will likely require updated drainage which, al positive impact on the quality of the water environment through implementation of sustainable drainage (for example, SuDS). There is potential for indirect po through reduced vehicles on the road, however this is anticipated to be negligible.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	The project is situated in Flood Zone 1 and is therefore at a low risk of flooding. It is unlikely that the impermeable surface area will be increased and therefor risk. Appropriate drainage may need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	+	Through enhancing the public transport network and thereby reducing the number of vehicles on the road, the project has the potential to result in air quality i
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Through enhancing the public transport network and thereby reducing the number of vehicles on the road, the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the potential to reduce GHG emission of the project has the project has the potential to reduce GHG emission of the project has the project has the potential to reduce GHG emission of the project has the project has the potential to reduce GHG emission of the project has the project has the potential to reduce GHG emission of the project has the pr
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	It is not anticipated that the project will result in any climate resilience effects. Appropriate measures such as permeable surfacing and SuDS will be required should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current public transport infrastructure. This is likely to increase the efficiency and capacity, and therefore maximise the use of

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idents occurring will be reduced and

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By enhancing the bus interchange, the project will likely make public transport a more attractive option. This has the potential to reduce the number of vehicles on the road and therefore will likely result in benefits for road traffic congestion, air quality and GHG emissions. There is also potential for benefits to health, from improved air quality, and for the health and safety of the road network through reducing the number of vehicles on the road. It is likely that accessibility will be increased and the links between the bus and train services will be enhanced. There are not anticipated to be any effects on soils, biodiversity, flood risk or climate resilience. There is potential for minor positive effects for the water environment if the project requires updated drainage where the use of SuDS could be considered.

#### Table 26: A47 Junction 18 Improvements

Intervention name	A47 Junction 18 Improvements
Further Information	Local junction improvements
Local Authority	Peterborough
Current status	Pre-feasibility
Location	Peterborough
Baseline	Flood Zone 1
	Urban land

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	-/+	Improvements to the A47 Junction 18 may help to reduce congestion and therefore improve air quality. This could have an indirect positive effect on he improvements may attractive more vehicles to use the road therefore may result in increased air pollution. A mixed minor negative and positive effect h
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	The project has the potential to make the junction and potentially the wider network safer by reducing congestion. However, if there is an increase in ve accidents may be increased. A mixed minor negative and positive effect has been identified.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	Improvements to the A47 Junction 18 may increase accessibility to key services by providing capacity improvements.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	The improvements to the A47 Junction 18 may help to reduce congestion and therefore may have positive effects on the local economy by providing ar
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 improvements will likely reduce congestion and improve the efficiency of the road network. However, there is also the potential for there to be an in the road as a result of the improvements.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/0	There are no designated sites within close proximity to the site. There may be some disturbance effects as a result of the works and the works require I habitat. However, this will be dependent on the extent and exact location of works. However, this is likely to be minimal. Indirect positive effects may recars on the road.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There are no listed buildings within close proximity to the A47 Junction 18 therefore a neutral effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	Given the works are to increase the capacity of an already existing major road within an urban environment, it unlikely that the works will significantly at
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The project may require land-take; however, the significance will depend on the extent and exact location of the works. However, the junction is located are likely to be minimal if any.
10. Protect and enhance the quality of the water environment	?/-	There is potential for negative effects on the water environment as the project is may require an increase in the impermeable surface area. This has the potential for contaminated run off. Appropriate drainage will need to be considered as part of the works and could incorporate SuDS.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The A47 Junction 18 is located in Flood Zone 1; therefore, it is at a lower risk of flooding. The project has the potential to increase the impermeable sur to contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	The project has the potential to reduce congestion on the wider road network which will therefore result in air quality improvements. However, there is a road as a result of the improvements.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	The project may reduce congestion and therefore reduce GHG emissions, however if there is an increase in the number of vehicles there may be an in-
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined will climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	The new highway link is likely to maximise the use of the A47 Junction 18 by increasing capacity and making it more efficient.

ealth of local residents. However, the has been identified.

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an efficient transport system.

ncrease in the number of vehicles using

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also potential that more cars will use the

ncrease in GHG emissions.

with severe rainfall events associated with not increased and should be designed to

The project aims to improve Junction 18 on the A47 which will likely reduce congestion and increase capacity at the junction. A reduction in congestion could have positive effects on GHG emissions, air quality and also health. There may be a reduction in the likelihood of accidents and therefore improvements in the health and safety of the road network. However, there may be an increase in the number of vehicles using the junction due to the improvements and increased capacity which has the potential to result in negative effects. There is also potential that the project will increase the impermeable surface area which could contribute to flooding, however appropriate drainage will likely be considered. There is potential for habitat loss from land take required for the improvements, however effects are likely to be minimal given it is located in an urban environment. There are no designated sites within close proximity and there is unlikely to be any effects on the historic environment, soils and landscape or townscape

## H.2 **Projects in Greater Cambridge**

# Table 27: Newmarket to Cambridge Track Doubling

Intervention name	Newmarket to Cambridge Track Doubling
Further Information	Additional passing bays or full double tracking to enable increase in frequency to half hourly of services between Cambridge, Newmarket and Ipswich.
Local Authority	Cambridge
Current status	
Location	Railway line from Cambridge to Newmarket and Ipswich
Baseline	<ul> <li>13 SSSIs: direct impact on Fulbourn Fen and Norton Wood SSSIs</li> <li>8 LNRs: direct impact on Coldham's Common; Needham Lane; and Bramford Meadows LNRs</li> <li>3 Ancient Woodlands: Hazel Wood and Norton Wood twice (rail passing through the woodland)</li> <li>5 scheduled monuments</li> <li>55 listed buildings: 3 in Bury St Edminds; 2 near Thuston directly along railway line and Stowmarket Station is listed</li> <li>Agricultural Land Grades 2 and 3a</li> <li>Passes within Flood zone 3 on multiple occasions</li> <li>River Kennett, River Lark and River Gipping</li> <li>AQMA Cambridge, AQMA A14 Corridor; AQMA Newmarket; AQMA St Edmundsbury Borough; AQMA Sudbury and AQMA Ipswich No.1 to 5</li> </ul>

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	Minor indirect positive effect on population as the increased service frequency will encourage more train travel over travel by car, which may reduce air
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	There is unlikely to be any direct effects on the health and safety of the transport network, however there may indirect positive effects if there is a reduct contribute to reducing the likelihood of accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	With increased frequency of train services between three city and towns, major positive effect is expected on accessibility to key services, employment a
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+++	With additional passing bays and increased frequency of train services, major positive effect is expected on the transport network, thereby supporting an competitiveness.
<ol> <li>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</li> </ol>	+++	Increased frequency of train services will have major positive effect on the promotion of sustainable modes of transport and will also reduce the need to service options for travellers, which consequently will reduce congestion.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/	There is potential for moderate negative effects on biodiversity and geodiversity as the existing rail line is near or runs along multiple SSSIs, LNRs and additional land to accommodate the passing bays and double tracks and increase train frequency will increase disturbance to biodiversity. Furthermore, woodlands.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/	There are multiple historic resources along the existing rail line, with the Stowmarket Station as a listed building on its own and passing through the Chip services may generate more vibration to the listed buildings, resulting in negative effect; though it may also be a change to protect these resources in the methods to be adopted, there is potential for discovery in the process.
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	?/-	Depending on the extent of additional passing bays and double tracks, there could be negative effect on landscape and townscape character, though m also be improvements to the townscape if the number of vehicles is reduced as a result of improved public transport.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	?/-	There are various Grade 2 and Grade 3a agricultural land next to the existing rail line in Kentford and Elmswell. Subject to the final design and approach negative effects.
10. Protect and enhance the quality of the water environment	? / -	Key moderate negative effect on the water environment will be potential pollution to River Kennett, River Lark and River Gipping where the existing rail stage (for example, site runoff or sewage from workers).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The existing rail line passes through area of Flood Zone 3 and is therefore at a higher risk of flooding. It is anticipated that some permanent land-take is areas along the railway route. However, unlike roads, railway ballast is permeable which would help to reduce flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	++	Increased train service frequency may reduce amount of car travel and hence reduced pollution and improved air quality locally and the 10 AQMAs which

pollution and associated health problems.

ction in the number of vehicles on the road which will

and recreational areas for these communities.

and contributing to local economic growth and

travel by car as the scheme is expected to offer more

local wildlife sites. The scheme will potentially require a, the existing rail line passes through three ancient

ippenham Hall registered park and garden. Additional train he process. Additionally, subject to the construction

ninor as there is already an existing rail line. There may

ch to increase train service frequency, there may be minor

line is now passing through, especially during construction

s required which will increase the flood risk for certain

ich the existing railway line falls within.

SEA Objectives	Assessment	Summary of Effects
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	Increased train service frequency may reduce amount of car travel and hence reduced associated GHG emission, therefore contribution to climate char
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	There is potential for the area of railway to be at risk from flooding. This coupled with severe rainfall events associated with climate change will exacerbate 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	+	Potential minor positive effect is expected from maximising the use of existing rail infrastructure, and potentially increasing the lifespan of the road netwo

The aim of the project is to increase frequency of train services which will promote the use of public transport with improved efficiency and potentially reduce road congestion as a result. This has the potential to benefit the health of the local community through improved air quality as well as improving the health and safety of the road network. However, the existing rail line passing through and/or run along multiple sensitive receptors, which may be subjected to minor to major negative effects, depending on the final design and approach of the project.

nge.

bate flooding issues. Appropriate measures such as ts.

work from directing car travel to train.

#### Table 28: Electrification of Rural Rail Routes

Intervention name	Electrification of Rural Rail Routes
Further Information	Electrification would allow electrically powered freight trains to serve Felixstowe Port from the north. It will also allow passenger services between Cambridge and Ipswich, Cambridge and Ipswich and Stansted Airport and Birmingham New Street to be run using more widely available and flexible electric powered rolling stock. Lobbying for electrification of the following ro • Felixstowe to Nuneaton (Newmarket to Peterborough in strategy area). • Cambridge to Newmarket. • Ely to Norwich.
Local Authority	Cambridge, East Cambridge, Fenland
Current status	
Location	Current rail routes between:  Cambridge Station to Newmarket Station Ely Station to Norwich Station Newmarket Station to Peterborough Station
Baseline	<ul> <li>Biodiversity :9 LNRs; 1 NNR; 27 SSSIs; 3 Ramsar; 3 SACs; 2 SPAs; 2 Ancient Woodland</li> <li>Historic Environment: Multiple Grade II and II* listed buildings including Thetford, Attleborough, Wymondham and Norwich Station and the Great Northern Railway Bridge no. 184; 10 Scheduled Monumen 12 Conservation Areas</li> <li>Water Environment: At multiple places within FZ 2 and 3, crosses multiple drains, dykes, brooks and main rivers</li> <li>Cambridge Greenbelt</li> <li>ALC land classes: urban, non-agricultural, Grade 1, 2, 3 and 4</li> <li>AQMAs: Cambridge AQMA, Central Norwich AQMA and Whittlesey AQMA</li> </ul>

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	Given that the project has the potential to encourage more people to travel by public transport by making the rail service more reliant, there if potential reduced car use. The electrification of routes also allows for cleaner rail travel and therefore improvements in air quality and health benefits.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	This project will likely have a minor positive impact on the health and safety of the transport network. By making the network more reliable, there is the via train instead of cars reducing the number of private use cars on the roads, especially by connecting rural locations with larger towns. Therefore, a
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	This project will improve accessibility around the Combined Authority which will allow people to move more efficiently to key services, recreational are moderate positive impact has been identified.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	++	This project will support local economic growth and competitiveness through delivering reliable and efficient transport networks across the Combined moderative positive impact is expected.
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	+++	This project aims to improve the passenger services between Cambridge and Ipswich, Cambridge and Norwich, Peterborough and Ipswich, Stanstead By making mode of transport more efficient and reliable, it would be expected that less people would travel by car subsequently reducing road traffic a would be anticipated.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	/-	The project has the potential to impact multiple designated sites: nine LNRs, one NNR, 27 SSSIs, three Ramsar, three SACs, two SPAs and two anci concluded that there are no likely significant effects on the SAC, SPA and Ramsar sites. The railway also crosses the Cambridge Greenbelt. It is antic national designated sites will experience minor to moderate negative effects as no further land-take is required impacting on habitats and species.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character		The project has the potential to impacts multiple listed buildings ranging from Grade II to Grade II* at various locations along the route including Thete Norwich Stations and the Great Northern Railway Bridge no. 184. There are 10 scheduled monuments within 100m. There are approximately 12 const and Garden within 100m of the project. It is anticipated that the project would have a moderate negative effect on the setting of the historic environme
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character		The project has the potential to have a negative effect on the diversity and distinctiveness of the landscape and townscape character depending on w the railway. If these updates are required within an area close to a designated site or a schedule monument or conservation area it could have a mode moderate negative effect has been identified.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	-	The scheme (depending on what upgrades are required where) could impact upon Grades 1, 2, 3, 4, non-agricultural and urban land type. A minor ne not anticipated to require permanent land-take.
10. Protect and enhance the quality of the water environment	0	This project is unlikely to enhance the quality of the water environment; however, any additional railway infrastructure would not increase flood risk in railway ballast being a permeable surface. Therefore, a neutral effect is anticipated.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0 / -	The project passes through multiple main rivers and drains and is within Flood Zones 2 and 3 at multiple points within the Combined Authority Area. In permanent land-take is required which will increase the flood risk for certain areas along the railway route. However, unlike roads, railway ballast is perflood risk. Therefore, an overall neutral to minor negative effect has been identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	This project could have a positive impact on improving local air quality by reducing the number of cars within town centres and cars that experience cand numbers of cars on the road could have a minor to moderate positive effect on improving local air quality. The project rail routes go through Cambrid and Whittlesey AQMA. The electrification of routes also has the potential to improve air quality.

and Norwich, Peterborough and routes:

nts; 1 Registered Park and Garden and

al for air quality improvements through

e potential that more people would travel minor positive effect has been identified.

eas and employment locations. A

Authority. Overall, it is anticipated that a

ad Airport and Birmingham New Street. and congestion. A major positive effect

ient woodlands. However, the HRA cipated that some of the local and

ford, Attleborough, Wymondham and servation areas and 1 Registered Park ent.

where the changes may be required along lerate negative effect. Therefore, a

egative impact is expected because it is

the same way roads would due to

It is anticipated that a small amount of ermeable which would help to reduce

congestion. Reducing road congestion bridge AQMA, Central Norwich AQMA

SEA Objectives	Project Assessment	Summary of Effects
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+/++	This project could have a positive impact on minimising GHG emissions by reducing the number of cars on the road through making the rail network is communities. This could have a minor to moderate positive impact on reducing GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	-	The project would not minimise or maximise the risk of flooding. The project is partially located in Flood Zone 2 and 3 and crosses multiple main river possible. This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Therefore, a minor negative impact
15. Maximising the use and lifespan of existing transport infrastructure	++	This project will reuse at much of the pre-existing railway infrastructure and only update where required. Therefore, a moderate positive effect is antic

This project would allow electrically powered freight trains to serve Felixstowe Port from the north. It will also allow passenger services between Cambridge and Ipswich, Cambridge and Norwich, Peterborough and Ipswich and Stansted Airport and Birmingham New Street to be run using more widely available and flexible electric powered rolling stock. Lobbying for electrification of the following routes: Felixstowe to Nuneaton (Newmarket to Peterborough in strategy area); Cambridge to Newmarket; and Ely to Norwich. It is located across a large portion of the Combined Authority and has the potential to impact upon or be affected by multiple environmental constraints. The moderate negative effects that are anticipated as a result of the project are in relation to biodiversity and the historic environment, with multiple heritage assets such as scheduled monuments, conservation areas and listed buildings within close proximity of the current railway line, therefore any upgrades could impact negatively on these assets. There are also multiple designated sites which the current railway is within close proximity to or crosses through, therefore any updates could impact negatively on habitats and species. There are some key positives from the scheme to highlight such as reducing the need to travel by car, maximising the lifespan of existing transport infrastructure, and improving efficiency and reliability of the rail network to further improve accessibility to key services, recreational areas and employment.

more effective and efficient for rural

ers, therefore risks to flooding are still at is expected.

cipated.

#### Table 29: Coldham's Lane Improvements

Intervention name	Coldham's Lane Improvements
Further Information	Design phase of improvements to the junction of Coldham's Lane, Brooks Road and Barnwell Road, Cambridge. Aim to improve safety for cyclists. Remodelling roundabout to improve safety and provide crossings on each arm. Improved road safety encourages walking and cycling to major urban development of over 1,200 new h
Local Authority	Cambridge
Current status	Pre-feasibility
Location	Roundabout junction where Coldham's Lane, Brooks Road and Barnwell Road (A1134) meet in Cambridge
Baseline	<ul> <li>3 LNRs: Barnwell, Barnwell II (closest to could impact slightly) and Coldham's Common</li> <li>Cambridge Greenbelt</li> <li>Close to Cambridge AQMA</li> <li>Flood zones 2 and 3 where Cherry Hinton Brook crosses under Coldham's Lane and Barnwell Road</li> </ul>

• Unnamed Lakes to the south and Cherry Hinton Brook

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	++	This project is not aimed at improving the health of the population, it does have the intention of providing improved road safety at this roundabout junc pedestrians and cyclists, therefore encouraging walking and cycling. Therefore, a moderate positive effect is anticipated.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	Improvements to the roundabout to improve safety for cyclists will have positive effects on the health and safety of this junction as it will allow more cy and could result in fewer accidents. Therefore, a moderate positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+ / ++	Improvements to the junction will allow improved road safety, encourages walking and cycling to the major urban development of over 1,200 new hom a minor to moderate positive effect is anticipated.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	Improvements to the junction will allow improved road safety, encourages walking and cycling will have positive effects on reducing congestion which efficiency of the transport network which will have a positive impact on supporting and contributing to the local economic growth of the area. Therefore
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	++	Improvements to the capacity of the interchange will have positive effects on reducing congestion and the need to travel by car, making the roundabo Reducing the need to travel by car could have the effect of making public transport more reliable and efficient and will potentially encourage more per
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	There are 3 LNRs to the north of the roundabout. Dependent on the re-modelling, there could be neutral impacts to these designated sites. The proje Greenbelt.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There are no historic assets identified at the scheme location. Therefore, a neutral effect is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	Remodelling the roundabout will reduce congestion which may have positive effects on the setting of the landscape. The addition of new infrastructur given that there is an existing busy road effects are considered mixed.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	The project is located on urban or non-agricultural land. It is therefore anticipated that the effect on soils would be neutral.
10. Protect and enhance the quality of the water environment	?/-	The remodelling to the roundabout is likely to take place on already impermeable surfaces. However, there is potential for contaminated run-off during waterbodies located adjacent to the south of the scheme and Cherry Hinton Brook.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is located in Flood Zones 2 and 3 where Cherry Hinton Brook crosses under Coldham's Lane and Barnwell Road. The project is likely to t surface area; however, drainage may need to be updated as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	++	The project is not located in an area with an AQMA, however it is close to Cambridge AQMA. This coupled with the improvements of the roundabout, rather than drive will reduce congestion, which will result in improvements to the air quality. Therefore, a minor to moderate positive effect has been in
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+/++	The project looks to make the Coldham's Lane roundabout safer for cyclists and walkers to use. Encouraging people to use other modes of transport roundabout this could reduce congestion at the junction. The project will help to reduce GHG emissions slightly, therefore, a moderate positive effect
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project is located in an area identified as being at risk from flooding. This coupled with severe rainfall events associated with climate change will o
15. Maximising the use and lifespan of existing transport infrastructure	+	The project aims to update the current infrastructure to improve the roundabout for use by walker and cyclists. This would be utilising the current infra updating the current infrastructure, therefore an overall minor positive effect is anticipated.

homes in East Cambridgeshire.

ction which will help improve safety for

yclists to use the roundabout more safely

mes in East Cambridgeshire. Therefore,

th will help to improve reliability and bre, a minor positive effect is anticipated.

out safer for cyclists and walkers. eople to use active forms of travel.

ect is also located within the Cambridge

re will alter the landscape, however,

ng the works. There are some unnamed

take place on already impermeable

, encouraging people to walk and cycle identified.

t other than cars. Also, by remodelling the is anticipated.

exacerbate flooding issues.

astructure; however, it will also be

This project aims to improve safety for cyclists at the Coldham's Lane roundabout to provide crossings on each arm. The improved road safety encourages walking and cycling and reduces private car use, which allows for positive effects on local air quality, minimising GHG emissions, health of the population, improving the health and safety of the transport system and reducing road traffic allowing for increased reliability of the public transport network and for greater efficiency and reliability of the transport network as a whole. Neutral and minor negatives of this scheme are with regard to flooding, the water environment, the historic environment, biodiversity and protection of soils.

#### Table 30: Cambridgeshire Rail Capacity Study

Intervention name	Cambridgeshire Capacity Study
Further Information	Strategic rail study identifying network constraints on the Cambridgeshire Rail network. Likely to overlap with other rail schemes e.g. Electrification of rural routes in Cambridgeshire an Newmarket to Cambridge track doubling.
	Underpins strategic rail growth directly supporting jobs and housing.
Local Authority	Strategic
Current status	Pre-feasibility
Location	Study area covered Stanstead North junction, Ely, Chippenham and Meldreth
Baseline	Flood zones 2 and 3
	<ul> <li>Mostly within an AQMA (apart from Ely)</li> </ul>
	<ul> <li>SSSIs, SACs and LNRs</li> </ul>
	<ul> <li>Multiple listed buildings (especially around Chippenham and Cambridge)</li> </ul>

Registered Parks and Gardens

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0	The study is unlikely to have any direct effects on health. However, the study will eventually lead to increased rail capacity and improved rail services by train usage over car travel. Reduced car travel will reduce vehicular emission, improving air quality and health of population.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	0	The study is unlikely to have any direct effects. However. network constraints may also be a cause to health and safety issues, which would be identifie future.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	0	There is unlikely to be any direct effects. However, the study is expected to lead to increased rail capacity, which will directly improve the accessibility to
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	There is unlikely to be any direct effects. However, increasing rail capacity and addressing network constraints is expected to improve the overall efficie competitiveness, therefore a moderate positive effect 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	0	There is unlikely to be any direct effects. The study will eventually lead to increased rail capacity and improved rail services which will contribute to the p car travel. Therefore, a major positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	There is unlikely to be any direct effects. There are several SSSIs, SACs and LNRs around the existing rail network. The HRA concluded there are no l study findings and subsequent actions as a result (for example, proposed rail improvements), there is likely negative effect on the overall biodiversity in proposed rail improvements may also provide an opportunity for habitat enhancement which may result in a positive effect.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There is unlikely to be any direct effects. There are multiple listed buildings, especially around Chippenham and Cambridge, with various registered par into account of general development principles, direct impacts to these historic resources are not expected. However, subject to proposed improvement effect (for example, vibration).
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	There is unlikely to be any direct effects. Depending on improvement works to be proposed as a result of the study, additional rail tracks are expected to have a minor negative effect on the overall landscape and townscape character.
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 direct effects. Should new rail tracks be proposed as a result of the study, there may be a minor negative effect on quality of contaminated land is identified in the process, remediation is likely.
10. Protect and enhance the quality of the water environment	0	There is unlikely to be effects on the quality of the water environment as the existing rail network is not in close proximity to existing waterbodies.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be any direct effects. If new infrastructure are proposed as a result of the study, flood risk measures are expected to be needed (as generate a moderate positive effect on the reduction of flood risk to transport infrastructure. However, there is unlikely to be effects on minimising contri
12. Protect and improve local air quality, particularly in the AQMAs	0	There is unlikely to be any direct effects. The study will eventually lead to the increased of rail capacity and improved rail services by increased reliabilit travel. Reduced car travel will reduce vehicular emission, improving air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	There is unlikely to be any direct effects. The study will eventually lead to the increased of rail capacity and improved rail services by increased reliabilit travel. Reduced car travel will reduce vehicular emission therefore minimising GHG emissions and contribution to climate change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be any direct effects. There is unlikely to be effects on vulnerability to climate change by minimising the risk of flooding and effects find been identified.

nd surrounding counties and

y increased reliability and frequency; thereby increased

ed in the study and are expected to be addressed in the

o key services, hence major positive effect.

ency of transport network, supporting local growth and

promotion of sustainable transport and reduce the need for

likely significant effects on SAC sites. Depending on the the area if major construction is involved. However,

rks and gardens within Cambridge city. However, taking ts as a result of the study, there may be indirect negative

to increase the rail network capacity, which is expected to

f soils and loss of agricultural/greenfield land; though if

Cambridge and ELY are within FZ2 and 3), which will ibution to flood risk.

ty and frequency; thereby increased train usage over car

ty and frequency; thereby increased train usage over car

from other climate hazards, therefore a neutral impact has

SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	0	There is unlikely to be any direct effects. By identifying network constraints, improvement works can be proposed which are expected to maximise the u including the existing rail network.

The study is unlikely to have any directive effects on the objectives; however, the outcomes of the study will likely have effects. The improvement of existing rail network is expected to have a general positive effect on identified SEA objectives as it will contribute positively to the reliability and efficiency of a sustainable transport mode, improving overall environmental performance, and will support local community and economic growth. However, the effects on biodiversity and soils are subject to the details of the proposed improvement works.

use and lifespan of existing transport infrastructure,

# Table 31: Girton Interchange Improvements

Intervention name	Girton Interchange Improvements	
Further Information	Improvements to Girton Interchange	
Local Authority	Cambridge	
Current status		
Location	Girton interchange off A14	
Baseline	<ul> <li>Cambridge Greenbelt</li> <li>Close to Flood zones 2 and 3</li> <li>A14 corridor AQMA</li> </ul>	
	Adjacent to Agricultural Land Grade 3b	

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	There may be indirect positive effects if congestion is improved as a result of the project. This could lead to improvements to air quality and therefore be likely to be significant therefore a neutral effect has been identified.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+	Improving the Girton Interchange may improve the overall safety with traffic entering/exiting M11/A14/A428 and reduce accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	Improvements may improve the traffic flow and relieve congestion at the interchange, leading to positive effect on accessibility to key services, employm
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	With potential improved accessibility and relieved congestion from better traffic flow at the improved interchange, a positive effect on the reliability and e supporting local economic growth and competitiveness.
<ol> <li>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</li> </ol>	+	There is likely to be reduced congestion as a result of the Girton Interchange project therefore a minor positive effect has been identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	Potential increased disturbances on biodiversity if traffic volume is increased as a result of interchange improvement (located within greenbelt). There is negative effects, however the significance of the impact is unknown at this stage.
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	0	There are no historic resources in the vicinity of the Girton Interchange, therefore a neutral impact has been identified. However, depending on the work during construction.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	Improvement to the Girton Interchange is not expected to change the existing townscape character significantly, therefore a neutral impact has been ide
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	-	The project may require permanent land-take of Grade 3b agricultural land therefore resulting in minor negative effects.
10. Protect and enhance the quality of the water environment	? / -	There are no waterbodies in close proximity to the Girton interchange, therefore a neutral impact has been identified. However, the project may lead to a could contribute to an increased risk of contaminated run-off.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The Girton Interchange is with Flood Zone 1, although there are areas of Flood Zone 2 and 3 are nearby. The project may lead to an increase in the imprisk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	The improvements may help to reduce congestion which will lead to air quality improvements. However, there may be an increase the number of vehicle deterioration in air quality from increased vehicular emission, therefore minor negative effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	There may be reductions in GHG emissions from reduced congestion as a result of the works. However, there may be an increase in the number of veh increased GHG emission from vehicles, therefore minor negative effect has been identified.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to increase the impermeable surface area. This coupled with severe rainfall events associated with climate change will exa 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	+	Improving the Girton interchange is expected to maximise the use and lifespan of existing transport infrastructure, therefore a minor positive effect has to

enefits for health of the local population, however these are

ment and recreational areas.

efficiency of the transport network is expected, thereby

s potential for loss of natural habitat and therefore minor

ks to be proposed, there is still a potential for discovery

lentified.

an increase in the impermeable surface area which in turn

permeable surface area which may contribute to a higher

les as a result of the improvements which may lead to

hicles the interchange improvements which may lead to

acerbate flooding issues. Appropriate measures such as ts.

been identified.

Improvement to the Girton Interchange is expected to have positive effect on the general traffic flow in the area, improving accessibility and the health and safety of the network. This may also lead to a reduction in congestion and GHG emissions whilst improving air quality. However, if the volume of traffic is increased, there is potential for negative effects on air pollution and GHG emissions. Potential negative effects have also been identified for biodiversity, soils, the water environment, flooding and climate resilience.

#### Table 32: Jesus Green Lock

Intervention name	Jesus Green Lock
Further Information	Upgrades to cycling routes and resolve crossing (new bridge) in the vicinity of Jesus Green Lock existing pedestrian bridge.
Local Authority	Cambridge
Current status	
Location	Jesus Green, Cambridge
Baseline	Listed buildings with Jesus Green Lock House most at risk
	<ul> <li>Flood zones 2 and 3</li> </ul>
	River Cam
	Cambridge AQMA

SEA Objectives	Assessment	Summary of Effects	
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	Moderate positive effects are expected from the health benefits generated from cycling, which is expected to be more encouraging from the route upgrace travel as a result of the upgrade which may lead to health benefits through improvements in air quality.	
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	++	There is likely to be improvements to the health and safety of the road network given the project aims to resolve crossing issues by providing a new brid	
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	Upgraded cycling routes and new bridge crossing will improve the overall accessibility in an area where cycling is common. Hence, moderate positive ef	
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	0	There is unlikely to be effects on the economy, 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	+++	Major positive effect is expected as the upgrade of cycling routes and new bridge crossing will encourage more sustainable transport mode, and improve travel.	
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	0	There is unlikely to be effects on biodiversity, where any disturbance during construction of the new bridge is expected to be minor and temporary. Hence	
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	- / 0	There are several listed buildings in close proximity to the project, which may or may not cause negative effects, depending on details and methods of the listed buildings will be protected during construction stage and there will be no effects.	
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	- / 0	Upgrading of the existing cycling routes is not expected to have any effects on the landscape and townscape character. However, depending on new br	
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	0	There is unlikely to be effects on soil quality and loss of loss of agricultural / greenfield land, or opportunities to remediate contaminated land. Therefore,	
10. Protect and enhance the quality of the water environment	?/-	There will be potential minor negative effects on River Cam which the proposed new bridge will be crossing, especially during construction if appropriate runoff into the river.	
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be effects on transport infrastructure, nor flood risk to it, therefore neutral impact has been identified.	
12. Protect and improve local air quality, particularly in the AQMAs	++	Although cycling is fairly common in the area, upgrade of existing cycling route and provision of new bridge crossing is expected to further encourage cy quality locally and within the Cambridge AQMA.	
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	Although cycling is fairly common in the area, upgrade of existing cycling route and provision of new bridge crossing is expected to further encourage cy and improve air quality locally and within the Cambridge AQMA.	
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be effects on vulnerability to climate change by minimising flood risk. Therefore, a neutral impact has been identified.	
15. Maximising the use and lifespan of existing transport infrastructure	+	The project is expected to encourage more cycling activities over car travel, which will potentially reduce traffic volume and delay road surface deterioral infrastructure. Therefore, a minor positive effect has been identified.	

ades and new bridge crossing. There may be a reduction in

dge. Cyclists will therefore be able to travel safer.

effect has been identified.

ved accessibility will potentially reduce the need for car

nce a neutral impact has been identified.

the proposed works. However, it is more likely that these

ridge design, it may have a minor negative effect.

e, a neutral impact has been identified.

te measures are implemented; and potentially increased

cycling, potentially reducing vehicular and improve air

cycling, potentially reducing GHG emissions from car travel

ation, thereby maximising the lifespan of existing transport

Positive effects are generally expected from the project as it will encourage cycling with improved routes and accessibility, improving air quality and having benefits for the health of the local population whilst making the transport network safer. However, as the existing routes and proposed bridge will be along and/or across the River Cam, there will be potential negative effect on water environment.

#### Table 33: Mill Road

Intervention name	Mill Road		
Further Information	Widen existing b	ridge or new cycle bridge.	
Local Authority	Cambridge		
Current status			
Location	Mill Road Bridge	e, Cambridge	
Baseline	Cambridge AQN		
	<ul> <li>11 listed building</li> </ul>	gs including Cambridge City Bran	ich Library
SEA Objectives		Assessment	Summary of Effects
1. Improve the health of the por reduce health inequalities betw groups	opulation and veen areas and	++	The outcome of this project, regardless of its delivery form, will encourage and allow more cycling, generating health benefits from the activity, hence a
2. Improve the health and safe transport network, reducing the accidents and other incidents	ety of the e number of	++	Widening or provision of new cycle bridge will provide a safer environment for road users, including drivers and cyclists, reducing the likelihood of accident action of the likelihood of accident accident action of the likelihood of accident accident action of the likelihood of accident action of the likel
3. Improve accessibility to key employment and recreational a areas of the community	services, areas for all	++	As one of the roads for entering/exiting the Cambridge city centre, the provision of addition cycle path will improve accessibility to and from the city centre. Therefore, moderate positive effect is expected.
4. Support and contribute to lo growth and competitiveness by reliable and efficient transport	cal economic y delivering networks	+	The reliability and efficiency of transport network may benefit indirectly with less cars on the road from potential increase in cycling, thereby having a mathematical second se
5. Reduce road traffic and con reducing the need to travel by and promote sustainable mode including public transport, cycl	gestion through car and improve es of transport ing and walking	+++	A new cycle bridge or widened bridge to accommodate cyclists will provide a safer environment for cycling, and therefore a major positive effect on the need for car travel and traffic congestion.
6. Protect and enhance biodive both habitat and species) and all levels	ersity (including geodiversity at	0	There is unlikely to be effects on biodiversity, therefore a neutral impact has been identified.
7. Maintain, protect and enhan environment, including archae historic landscape character	nce the historic ology, and the		Abutment of the western end of the existing bridge is located immediately next to a Grade II listed building, which may be subject to direct and/or indire negative effect is expected.
8. Maintain, protect and enhan and distinctiveness of the land townscape character	nce the diversity Iscape and	?	The nature of effects will be dependent on the final design of the new/widened bridge. No effect is expected on the townscape character if the widened surrounding, and vice versa if a modern design is used which contradicts with the overall environmental setting.
9. Protect and conserve the que minimising the loss of agricultur land, and seek to remediate co	uality of soils, ural/greenfield ontaminated land	0	There is unlikely to be effects on the quality of soil and nor loss of agricultural/greenfield land, and unlikely to be opportunity to remediate contaminated
10. Protect and enhance the q water environment	uality of the	0	There are no waterbodies around the existing bridge, and the project does not contribute to the water quality protection. With the assumption that if a n bridge. Therefore, no effects on the quality of water environment is expected.
11. Reduce the risk of flooding infrastructure and minimise its flood risk	to transport contribution to	0	There is unlikely effects to flood risk to transport infrastructure nor would the project contribute to minimising flood risk; therefore, a neutral impact has
12. Protect and improve local a particularly in the AQMAs	air quality,	++	Provision of cycle paths will reduce the need for car travel, reducing associated emission thereby improving air quality locally and for the Cambridge A
13. Minimise GHG emissions a Cambridgeshire and Peterbord contribution to climate change	and reduce ough's	++	Provision of cycle paths will reduce the need for car travel, reducing associated GHG emission and reducing Cambridgeshire's contribution to climate of
14. Reduce vulnerability to clin minimising the risk of flooding other climate hazards	nate change by and effects from	0	There is unlikely to be effects on the reduction of vulnerability to climate change by minimising the risk of flooding, therefore a neutral impact has been
15. Maximising the use and life transport infrastructure	espan of existing	+	Minor indirect positive effect is expected on the lifespan of existing transport infrastructure if the need for car travel is reduced from increased cycling, w

a moderate positive impact on population health.

idents. Therefore, moderate positive effect is expected.

ntre, where key services, employment and education areas

ninor positive contribution to local economic growth.

promotion of sustainable transport mode, reduction in

ect impact during construction stage. Therefore, a moderate

d/new bridge is designed to be consistent with existing

d land. Therefore, a neutral impact has been identified.

new cycle bridge is built, it will be close to the existing

been identified.

QMA.

change.

identified.

which will reduce pressure on road condition/maintenance.

While the approach for providing bike access is yet to be confirmed, positive effects are generally expected from this scheme as it will encourage and allow more cycling, contributing and generating a range of benefits to the environment, human health and safety. However, depending on the construction method to be used, there may be potential moderate negative effect on a listed Grade II building located immediately next to the bridge abutment.

#### Table 34: Mitigation of Local Impacts of Waterbeach Development

Intervention name	Mitigation of Local Impacts of Waterbeach Development
Further Information	Package of schemes to mitigate development impacts. Includes wider Waterbeach pedestrian / cycle network.
Local Authority	Cambridge
Current status	
Location	Waterbeach
Baseline	<ul> <li>Cambridge Greenbelt</li> <li>2 scheduled monuments and multiple listed buildings within Waterbeach</li> <li>A14 Corridor AQMA</li> <li>Flood zones 2 and 3</li> <li>River Cam</li> <li>Agricultural Land Grade 2 and 3</li> </ul>

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	The provision of a pedestrian cycle network will encourage more cycling, where the activity itself will generate health benefits. There is potential for car is active travel measures therefore resulting in health benefits from improved air quality.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+++	Proposed measures such as level crossing, improved road access for vehicles and pedestrians and signal adjustments, will all have major positive effect network within the Waterbeach area, and reducing the number of accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	The aim of this scheme is to mitigate the travel impact and needs from the population influx of the proposed Waterbeach Development (11,000 dwelling cycle network and improved bus network will improve overall accessibility for the Waterbeach community.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	++	The proposed transport measures will not only improve local accessibility, but also provide connection to the Cambridge city centre, thereby supporting
<ol> <li>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</li> </ol>	++	The scheme consists of a variety of transport packages, where the provision of pedestrian cycle network and improved bus and rail network will contribut potentially the need for car travel. However, effects on road traffic and congestion is yet to be determined.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	? / -	There is unlikely to be effects on biodiversity as the proposed scheme is to address transport needs of new developments which will occur regardless. I and biodiversity loss therefore there is potential for negative effects.
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	?/-	The proposed greenway and new bus link will run across or pass multiple listed buildings and a few scheduled monuments. Subject to detailed design or protect on these resources but may also cause direct and indirect negative effects from construction.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?/-	This scheme aims to introducing multiple transport infrastructure projects to the area. This may lead to a change in landscape, depending on where the
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/-	There is potential for effects on soils or loss of agricultural/greenfield land if the new transport infrastructure requires land-take. However, the schemes a and therefore neutral impact has been identified.
10. Protect and enhance the quality of the water environment	? / -	The package of schemes are not located in close proximity to any waterbodies, therefore there is unlikely any effects on the water environment. However, area which could lead to an increased risk of contaminated run-off.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located within Flood Zone 2 and 3 and is therefore at a higher risk of flooding. There may be an increase in the impermeable surface area with this project. This has the potential to contribute to the risk of flooding therefore appropriate drainage will need to be considered alongside the project.
12. Protect and improve local air quality, particularly in the AQMAs	0/+	Although the package of schemes is to accommodate more traffic, the increased traffic volume is not induced by the project but the Waterbeach Develo this regard. However, as the schemes focus on sustainable transport mode, there is potentially positive effect on air quality locally and within the A14 Co
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0/+	Although the package of schemes is to accommodate more traffic, the increased traffic volume and hence associated GHG emission, is not induced by therefore neutral impact has been identified in this regard. However, as the schemes focus on sustainable transport mode, there is potentially positive e Cambridgeshire's contribution to climate change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to increase the impermeable surface. This coupled with severe rainfall events associated with climate change will exacerbate 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

travel to be reduced as a result from the bus, rail and

ects on the overall health and safety of the transport

g). The relocation of railway station, provision of pedestrian

and contributing to economic grown and competitiveness.

oute to the promotion of sustainable transport mode and

However, the transport infrastructure may lead to land-take

of these schemes, there may be opportunity to maintain /

e projects are location.

are expected to be in the vicinity of existing infrastructures

ver, there may be an increase in the impermeable surface

a as a result of the new transport infrastructure associated act.

opment and therefore neutral impact has been identified in Corridor AQMA.

/ the project but the Waterbeach Development and effect on minimising GHG emission and reducing

bate flooding issues. Appropriate measures such as ts.

SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	++	The package of schemes involves provision of new transport infrastructure for accommodating future transport need which the existing infrastructure main infrastructure will be relieved from potential stress from new developments, thereby maximising its lifespan.

This scheme is to mitigate the traffic and transport impact associated with the Waterbeach Development and therefore will generally have a positive effect on the SEA objectives especially it involves the provision and promotion of sustainable transport modes (walking, cycling, public transport). There is potential for negative effects on biodiversity, the historic environment, the landscape, soils, the water environment, flooding an climate resilience.

hay not have to capacity to handle. Existing transport

#### Table 35: Riverside Improvements Phase 2 between Priory Road and Stourbridge Common

Intervention name	Riverside Improvements Phase 2 between Priory Road and Stourbridge Common
Further Information	Public realm improvements
Local Authority	Cambridge
Current status	
Location	South-east of Chesterton, Cambridge
Baseline	Three LNRs: Logan's Meadow adjacent to the river
	<ul> <li>One scheduled monument adjacent to the river and four listed buildings</li> </ul>
	Cambridge AQMA

• Flood Zone 3 River Cam

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+	Minor positive effects from improved public realm allowing a relaxing environment along the River which may improve health and wellbeing.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	0	There is unlikely to be effects on the health and safety of the transport network, therefore a neutral impact has been identified.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	There are potentially minor benefits to accessibility from improving public realm along the riverside, providing a more pleasant and safe environment when the safe envit when the safe environment when
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	The project is expected to contribute to the creation of a safe transport network which will support and contribute 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	+	Improved riverside will encourage public to walk as it will provide a better environment, therefore minor positive effect is expected.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	? / -	There is a LNR located next to the river, the project is unlikely to have any effects on the LNR or biodiversity in the area. However, this will be dependent significant negative effect is unlikely.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	There are a few listed buildings along the riverside which may be subjected to minor negative or no effects, depending on the improvement works to be
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+++	Public realm improvements to the riverside is expected to contribute positively by maintaining and enhancing the distinctiveness of the townscape chara
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 effects on the quality soils and loss of agricultural/greenfield land, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	?/-	Depending on the type of improvement works to be proposed, considering the close proximity to the River Cam, there is potential minor negative effects Appropriate drainage will need to be considered as part of the project.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	The project is located adjacent to the River Cam and is in an area of Flood Zone 3, and an area benefitting from flood defence, therefore there is a pote impermeable area though new footpaths, however this will be dependent on the extent of works. Appropriate drainage will need to be considered.
12. Protect and improve local air quality, particularly in the AQMAs	+	Improved public realm will encourage more walking and reduce the need to travel by car, thereby reducing vehicular air pollution, having a positive effect
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Improved public realm will encourage more walking and reduce the need to travel by car, thereby reducing vehicular GHG emission, having a positive e
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	The project is located within Flood Zone 3 where a small part of the area is benefited from existing flood defence. There is potential for an increase in in extent of works. Depending on the proposed improvement works, there could be opportunities for including additional flood defence along the river generative climate change be minimising the risk of flooding. If flood defence is not included, the project is not expected to have an effect.
15. Maximising the use and lifespan of existing transport infrastructure	0	There is unlikely to be effects on the use and lifespan of existing transport infrastructure, therefore a neutral impact has been identified.

hich users feel they can walk along comfortably. ent on the extent and design of the works although a e involved. acter.

s during the works, mainly from site runoff into the river.

ential risk of flooding. The improvements may increase the

ect on air quality locally and the Cambridge AQMA.

effect Cambridgeshire's contribution to climate change.

mpermeable surface, however this will be dependent on the erating positive effects on the reduction of vulnerability to

Improving the riverside environment is anticipated to have benefits for health and wellbeing and for the townscape through improved public realm given that it will promote the use of active travel. There is also potential for the project to improve accessibility, support economic growth, improve air quality and reduce GHG emissions. There is potential for negative effects on biodiversity, the historic environment, the water environment, flood risk and climate resilience.

## Table 36: Royston to Granta Park Strategic Growth and Transport Study

Intervention name	Royston to Granta Park Strategic Growth and Trans	sport Study
	They been to oralita I and orallogic oromination interior	por olday

Further Information	A strategic economic growth and transport study to include outline business case development for a scheme(s) in the area to facilitate growth at the internationally important biotech cl
Local Authority	South Cambridgeshire
Current status	Pre-feasibility
Location	Royston to Granta, south of Cambridge
Baseline	Multiple SSSIs, LNR
	<ul> <li>Flood Zone 1, 2 and 3</li> </ul>
	Grade 1 and 3 agricultural land

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	It is unlikely that the study will have a direct effect on health. However, if the outcomes of the study include improvements which reduce congestion, and there may be air quality improvements which could result in health benefits.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	0	It is unlikely that the study will have a direct effect on the health and safety of the road network. However, if the outcomes of the study identify the require positive effects. The outcomes of the study may result in a reduction of the number of vehicles on the road, through enhancing opportunities for active a likelihood of accidents.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	0	There is unlikely to be direct positive effects of the study on improving accessibility. However, it is likely that the outcomes of the study will improve accertion regional, national and international research centre.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	0	The study is unlikely directly affect the local economy. However, it is likely that the outcomes of the study will improve accessibility to the biotech cluster research centre, improved accessibility will likely have a positive effect on the local and wider 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	It is unlikely that the study will contribute directly to reducing congestion. However, there is potential for positive effects if the outcomes of the study if it which could reduce congestion. The study may also identify opportunities to enhance active and sustainable modes of transport which may also reduce
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	0	There is unlikely to be direct effects on biodiversity as a result of the study. However, there may be improvements which are located next to designated take for any schemes identified in the study. The likelihood, extent and nature of impact on biodiversity is yet to be determined, subject to the study find future.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There is unlikely to be direct effects of the study on the historic environment. There may be improvements which could have an impact on the setting of extent and nature of impact on the historic environment is yet to be determined, subject to the study findings and the proposed works to be carried out in
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	0	It is unlikely that the study will directly affect the landscape and townscape. However, the outcomes of the study may have an effect although this will de
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	It is unlikely that there will be direct effects as a result of the study. However, if the outcomes identity improvements which require land-take and therefor are areas of Grade 1 and 3 agricultural land. However, the likelihood, extent and nature of impact is yet to be determined, subject to the study findings a
10. Protect and enhance the quality of the water environment	0	The study is unlikely to directly impact the water environment. However, depending on the outcomes of the study, there may impacts to the water environment therefore increasing the potential for contaminated run off. The likelihood, extent and nature of impact is yet to be determined, subject to the study findir
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be direct effects on the risk of flooding and contribution to flood risk as a result of the study. However, if the outcomes of the study re there is potential for an increase in flood risk. The area is predominately Flood Zone 1, however there are areas of Flood Zone 2 and 3.
12. Protect and improve local air quality, particularly in the AQMAs	0	The study is unlikely to contribute directly to improvements in air quality. If the outcomes of the study require improvements to increase the capacity of t to enhanced opportunities for active and sustainable modes of transport, there may be air quality improvements.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	0	The study is unlikely to contribute directly to improvements in air quality. If the outcomes of the study require improvements to increase the capacity of t to enhanced opportunities for active and sustainable modes of transport, there may be a reduction in GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be effects on the vulnerability to climate change by minimising flood risk as a direct effect of the study. However, there is potential for lead to an increase in the impermeable surface area.
15. Maximising the use and lifespan of existing transport infrastructure	0	The study is unlikely to contribute directly to maximising the use of the infrastructure. However, improvement works may maximise the use of current in

luster to the south of Cambridge.

d enhance active and sustainable modes of transport,

irements for improvement works there is potential for and sustainable modes of transport, therefore reducing the

essibility to the biotech cluster which is an important

r. Given the national and international importance of this

identifies opportunities for improving the road network e road congestion.

d sites and there may a loss of habitat as a result of landdings and the proposed works to be carried out in the

f historic environment assets. However, the likelihood, in the future.

epend on the extent and design of the final works.

ore the loss of soil, there may be negative effects. There and the proposed works to be carried out in the future.

onment from an increase in the impermeable surface area, ings and the proposed works to be carried out in the future. require an increase in the impermeable surface area then

the road network, and therefore reduce congestion, or lead

the road network, and therefore reduce congestion, or lead

or effects if the outcomes require improvements which may

frastructure.

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# Summary:

As this project only involves the study of potential improvement works, neutral effects have been identified across all of the objectives. However, this will be subject to the final works to be carried out as a result of the study.

#### Table 37: A10 Foxton Travel Hub

Intervention name	A10 Foxton Travel Hub
Further Information	Exploring the opportunity for Foxton railway station to act as a Travel Hub to enable onward rail trips into Cambridge and Cambridge North stations, and the future Cambridge South s
Local Authority	South Cambridgeshire
Current status	Pre-feasibility
Location	Foxton
Baseline	

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	There may be an improvement in air quality and therefore health as a result of this project as it may encourage more people to use public transport rath
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	If there is increased access to and an enhanced opportunity for public transport, there may be an indirect positive effect on the safety of the road netwo vehicles on the road. The likelihood of accidents occurring could therefore be reduced.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	Accessibility to key services, particularly for those without access to a car, is likely to be improved as a result of this project as it will likely enhance opport the rail network. A moderate positive effect has therefore been identified.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	++	Improving the capacity of the rail offering is likely to result in benefits to the local economy as it is likely to open up more employment and recreational of
<ol> <li>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</li> </ol>	++	The project will likely promote the use of rail as a viable and efficient mode of travel, across the Cambridge area. This has the potential to reduce the nu alleviating congestion, particularly in Cambridge city centre.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/0	There are no designated sites within close proximity of Foxton train station. The works required may result in land-take and as a result, there may be so However, this is anticipated to be minimal. There may also be indirect positive effects on biodiversity due to a reduction in the number of vehicles from t
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There are no listed buildings within 200m of Foxton Station. There may be setting effects to listed building within Foxton during the works, however this temporary therefore a neutral effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The setting of the landscape and townscape may be disrupted during the construction works, however it is unlikely there will significant changes therefore
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/-	The railway station is surrounding by Grade 1 agricultural land. The works may require increasing the capacity of the station which could lead to permain significance of the impact will depend on the extent of the works.
10. Protect and enhance the quality of the water environment	?/0	The River Cam is approximately 1km from the site therefore it is unlikely to affected by the works. The works may lead to an increased in the impermea potential for contaminated runoff. However, appropriate drainage will need to be considered and could incorporate SuDS. There may be a reduction in tresult of improved train capacity which could lead to improvements for the water environment, however this is likely to be negligible.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The railway station is located within Flood Zone 1 and is therefore at a low risk of flooding. There is also potential that the works could increase the imp flooding. Appropriate drainage will need to be considered
12. Protect and improve local air quality, particularly in the AQMAs	++	Improvements to the capacity of the railway through creating a travel hub for onward travel has the potential to result in reduced vehicles journeys which quality. Cambridge city centre is designated as an AQMA and by enhancing opportunities for train travel into the city, there may be a reduction in cars e negative air quality effects.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	A reduction in the number of vehicle journeys as a result of improved rail capacity also has the potential to reduce GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	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 ne

tation.

her than travelling by car.

ork through a reduction in the number of

ortunities to use public transport across

opportunities across a wider area.

umber of vehicles on the road, therefore

ome habitat loss or disturbance. the increased rail capacity.

is anticipated to be minimal and

ore a neutral effect has been identified.

nent land take. However, the

able surface area and may increase the the number of vehicles on the road as a

permeable area which may contribute to

ch therefore has a positive effect on air entering the city which will help to reduce

eutral impact has been identified.

SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	++	The improvement to the capacity of railway by creating a travel hub will likely maximise the use of rail infrastructure therefore a moderate positive effect

The project aims to create a travel hub at Foxton Station for onwards travel to other destinations, including the new proposed Cambridge South station. This will likely increase opportunities for people to use rail as an alternative mode of transport to car which may help to reduce road congestion. There is also potential that this will lead to a reduction in GHG emissions, improve air quality and therefore have health benefits. It is likely that there will be increased access to key services, particularly for those without access to a car. It is unlikely that there will be any effects on biodiversity, however there may be some habitat loss if land-take is required for the works. There may also be a loss of soil, however this will depend on the extent of the works. The project may increase the impermeable surface area and therefore contribute to flood risk; however, it is likely appropriate drainage will be considered.

has been identified.

#### Table 38: M11 'smart motorway'

Intervention name	M11 'smart motorway'		
Further Information	Upgrade of the M11 to the west of Cambridge to three-lane 'smart motorway' standard		
Local Authority	Huntingdonshire		
Current status	Pre-feasibility		
Location	West of Cambridge		
Baseline	SSSIs and LNRs     Listed Buildings		
	<ul> <li>Scheduled Mohuments</li> <li>River Cam</li> <li>Flood Zone 1, 2 and 3</li> <li>Grade 2 and 3 agricultural land</li> </ul>		

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	-/+	Improvements to the M11 may lead to an increase in the number of vehicles in the area which has the potential to reduce air quality and therefore negative population. However, it may also help to reduce congestion by providing increased capacity which may improve air quality. A mixed minor negative and
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	The project has the potential to make the M11 network safer by increasing capacity to three lanes and therefore reducing congestion. However, if there result of the project, the likelihood of accidents may be increased.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	Improvements to the M11 may increase accessibility to key services by providing capacity improvements.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	The improvements to the capacity of the M11 may help to reduce congestion and therefore may have positive effects on the local economy by providing
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 capacity improvements will likely reduce congestion and improve the efficiency of the road network. However, there is also the potential for there to vehicles using the road as a result of the improvements which may have negative effects.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	There are numerous SSSIs and LNRs located along the M11. There may be some disturbance effects as a result of the works and if the works require la habitat. However, this will be dependent on the extent and exact location of works. Indirect positive effects may result from the reduction in the number of
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/0	There are multiple listed buildings and scheduled monuments located along the M11. There is potential that there may be disturbance effects of the sett however this is anticipated to be minimal and temporary. The significance of the effects will be dependent on the extent and exact location of works.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	Given the works are to increase the capacity of an already existing major road, it unlikely that the works will significantly affect the landscape. There may landscape during construction works.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/-	The project may require land-take; however, the significance will depend on the extent and exact location of the works. There is agricultural land of Grac may be lost due to the additional land required for the capacity enhancements.
10. Protect and enhance the quality of the water environment	?/-	There is potential for negative effects on the water environment as the project is may require an increase in the impermeable surface area. This has the potential for contaminated run off. The M11 also crosses the River Cam. Appropriate drainage will need to be considered as part of the works and could
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The M11 is located in Flood Zone 1, however it does cross areas of Flood Zone 2 and 3, particularly as it cross the River Cam. The project has the pote surface area and therefore has the potential to contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	The project has the potential to reduce congestion on the wider road network which will therefore result in air quality improvements. However, there is al road as a result of the improvements.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	The project may reduce congestion and therefore reduce GHG emissions, however if there is an increase in the number of vehicles there may be an increase in the number of vehicles the number of vehicles there may be an increase in the number of vehicles there may be an increase in the number of vehicles the n
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined wit climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is no account for future climate change effects.

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ith severe rainfall events associated with ot increased and should be designed to
SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	+	The new highway link is likely to maximise the use of the M11 by increasing capacity and making it more efficient.

The project aims to increase the capacity of the M11 by including additional lanes. This will likely lead to a reduction in congestion which could have positive effects on GHG emissions, air quality and also health. There may be a reduction in the likelihood of accidents and therefore improvements in the health and safety of the road network. However, there may be an increase in the number of vehicles using road due to the improvements and increased capacity which has the potential to result in negative effects. Depending on the exact location and extent of works, there may also be effects on the setting of the historic environment during the construction phase. There are multiple designated sites located along this section of the M11 and therefore, depending on the extent and exact location of the works, there is potential for disturbance effects. Land-take may also be required as a result of the project which could lead to habitat loss or the loss of soils. There is also potential that the project will increase the impermeable surface area which could contribute to flooding, however appropriate drainage will likely be considered.

#### Table 39: City Access and Choices for Better Journeys

Intervention name	City Access and Choices for Better Journeys
Further Information	The Greater Cambridge Partnership recently sought the public's views on a number of potential measures to improve journeys into and around Cambridge and tackle poor air quality, including: <ul> <li>A future public transport network to make it much easier for more people to get into and around Cambridge</li> </ul>
	<ul> <li>Options for managing demand for road space and funding public transport, including: restricting access for cars to specific roads or areas; charging motor vehicles to drive into and around Cambridge at per charge; introducing a workplace parking levy; making changes to parking controls, for example reducing parking availability or increasing charges.</li> </ul>
Local Authority	Huntingdonshire
Current status	Pre-feasibility
Location	West of Cambridge
Baseline	N/A

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	The project will likely make travelling by car a less attractive option, particularly into and around Cambridge. This will likely reduce congestion and improve result in health benefits. It may also encourage more people to use active forms of travel which will have a direct benefit for health and wellbeing. The realso have a direct benefit on health and wellbeing.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	By reducing the number of vehicles travelling into and around the city, there is likely to be a reduction in congestion. This will likely lead to an improvem network by reducing the likelihood of accidents occurring. It will also likely make the road network safer for cyclists.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	The project has the potential to improve the public transport network and therefore make it easier and more efficient for users getting into and around C accessibility, particularly for those without access to a car.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	It is likely that the project will improve congestion by reducing the attractiveness of private car and will therefore make the road network more efficient. T economy. Restricting cars within the city by introducing financial charging mechanisms will likely result in benefits to the local economy as the council has into other transport schemes.
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 restricting car use within the city, it is likely there will be a reduction in congestion and the road network will be more efficient. The project also aims modes of transport into and around Cambridge.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	+	It is not anticipated that the project will have any direct effects on biodiversity. However, there is potential for indirect positive effects from a reduction in
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0/+	It is not anticipated that the project will have any direct effects on the historic environment. The historic environment within Cambridge city centre is rich may improve the overall setting of the historic assets.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	++	The project will likely improve the townscape within Cambridge has it will likely discourage the use of cars. Congestion and air quality will be improved within setting of the city.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	0	It is not anticipated that the project will have any effects on soils.
10. Protect and enhance the quality of the water environment	0	It is not anticipated that the project will have any direct effects on the water environment. There may be indirect positive effects from a reduction in the u 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	It is not anticipated that the project will have any effects on flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	+++	The project will likely reduce the number of cars driving into and around Cambridge which will help to reduce congestion. This will likely lead to an impro centre designated as an AQMA therefore any reductions in emissions of vehicles will likely benefit the AQMA.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	By reducing the number of vehicles and improving congestion, it is likely there will be a reduction in GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	It is not anticipated that the project will have any effects on climate resilience.
15. Maximising the use and lifespan of existing transport infrastructure	+	It is likely that the project will reduce congestion and limit the number of vehicles driving into and around Cambridge. This will likely improve the efficience use.

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ove air quality which has the potential to reduction of cars within the city centre will

nent in the health and safety of the road

Cambridge. This will therefore increase

This may have benefits for the local has the potential to reinvest the money

to promote the use of public and active

the number of vehicles.

and a reduction in cars within the city

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use of cars, however this is likely to be

ovement in air quality. Cambridge city

cy of the road network and maximise its

The project aims to make the use of the private car less attractive for travelling into and around Cambridge by improving public transport and implementing financial mechanisms. This will likely have a positive effect on congestion within Cambridge city centre by reducing the number of vehicles. As Cambridge is designated as an AQMA, this will likely have positive effects on air quality as well as helping to reduce GHG emissions. By improving air quality, there is also likely to be benefits for health. The health and safety of the road network will likely be improved as there will be less vehicles on the road and the likelihood of accidents occurring may therefore be reduced. It will also likely make it safer for cyclists travelling around the city. Reducing the number of vehicles and improving congestion will also have a positive effect on the setting of the townscape and potentially the historic environment. It is not anticipated there will be any effect on biodiversity, soils, the water environment, flood risk or climate resilience.

#### Table 40: Cambridge Autonomous Metro (CAM)

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Intervention name	CAM Central tunnelled infrastructure within Cambridge
	CAM Cambridge towards St Ives, Huntingdon, Alconbury Weald and Peterborough and/or Fenland
	CAM Cambridge East towards Mildenhall
	CAM Cambridge Biomedical Campus towards Haverhill (Cambridge South East Transport Study)
	CAM Cambridge to Cambourne and St Neots
Further Information	Delivery of a segregated, high quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge. The route will also in pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.
	<ul> <li>CAM Central tunnelled infrastructure within Cambridge - This section of route provides high quality, segregated connectivity – unaffected by traffic congestion – for CAM services ac transforming accessibility to key destinations and employment sites from across Cambridgeshire and Peterborough.</li> </ul>
	<ul> <li>CAM Cambridge towards St Ives, Huntingdon, Alconbury Weald and Peterborough and/or Fenland - connect St Ives, at the end of the Cambridgeshire Guided Busway, to Huntingd potential for further extensions to Peterborough and/or Fenland.</li> </ul>
	<ul> <li>CAM Cambridge East towards Mildenhall - important connectivity to the east of Cambridge, opening up development for 2,500 homes, and includes a connection to the Newmarket of the P&amp;R site to Airport Way closer to the A14.</li> </ul>
	<ul> <li>CAM Cambridge Biomedical Campus towards Haverhill (Cambridge South East Transport Study) – connects the future Cambridge South station, Cambridge Biomedical Campus a new developments in Granta Park, and a new Park &amp; Ride site at the A11, with the potential for a future extension to Haverhill.</li> </ul>
	<ul> <li>CAM Cambridge to Cambourne and St Neots – connects Central Cambridge to Cambourne, serving major developments at West Cambridge, Bourn Airfield and Cambourne, with p Neots.</li> </ul>
Local Authority	Greater Cambridge
Current status	Pre-feasibility
Location	Greater Cambridge
Baseline	Multiple SSSIs
	LNRs and NNRs
	Listed Buildings
	Scheduled Monuments
	Conservation Areas
	Cambridge Green Belt
	Flood Zone 1, 2 and 3
	Grade 1 and 2 agricultural land, non-agricultural land and urban land

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	The CAM has the potential to reduce the reliance on private car for travel around the area. This is likely to have a positive effect on air quality and there project also aims to provide high quality segregated pedestrian and cycleways which is likely to encourage active travel and will therefore have a direct
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	It is anticipated that the project will reduce the reliance of private cars through improving the public transport and active travel offering within the area. T therefore congestion will likely be reduced. This may have benefits on the health and safety of the road network as the likelihood of accidents occurring segregated pedestrian and cycleways will also likely improve the health and safety of the transport network.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	It is anticipated that the project will have major positive effects by improving the accessibility to key services across the area. The CAM will provide a ne also link into other modes of transport, such as the new Cambridge South Station and P&R facilities. This will provide additional opportunities for more s for those who do not have access to car. It will also provide linkages for new homes in the area.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+++	The project will likely have a major positive effect on both the local and wider economy. It will connect multiple modes of transport, including links to the access to key economic site within the area, particularly the research centres which are of national and international importance. It will also open up developentially encouraging more people to live and work within the area.
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 reliance on private car for travel in and around the area will likely be reduced. This will have positive effects on congestion and as a result the transproject also aims to encourage the use of active modes of travel.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	The exact route of the CAM is not known at this stage therefore the effects on biodiversity are uncertain. There are multiple SSSIs across the area there effects. The new transport infrastructure required to deliver the project may lead to a loss of natural habitat. The significance will depend on the extent a

nclude high quality provision for

cross and within Cambridge,

don and Alconbury Weald, with the

t Road P&R site and/or the relocation

and Babraham Research Campus to

potential for a future extension to St

efore may result in health benefits. The positive effect on health and wellbeing.

The number of vehicles on the road and g will also likely be reduced. By providing

ew transport option for the area and will sustainable options of travel, particularly

e airport, and will provide additional evelopment for new homes which will also

sport network will be more efficient. The

refore there is potential for disturbance and exact location of works.

SEA Objectives	Assessment	Summary of Effects
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/-	There is potential for negative effects on the historic environment as a result of the works. The construction phase of the project could have an effect or however the exact location of the route is unknown at this stage therefore the significance of effects requires further classification. It is anticipated that a in nature.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	- / +	Given the project involves the creation of a new transport link, there is potential that the landscape will be permanently changed as the route will pass the greenbelt. However, there is potential for positive effects as the project will likely lead to a reduction in the number of vehicles and the amount of conget improving the landscape and townscape.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	?/-	It is likely there will be land-take required to deliver the project. There is a mixture of agricultural land of grade 1 and 2 and there are some areas of urba Cambridge and other built-up areas. The significance of the effect will be dependent of the exact location and the extent of the works required.
10. Protect and enhance the quality of the water environment	? / -	There is potential that the project will increase the impermeable surface area and therefore increase the potential for contaminated run off. It is likely that considered as part of the project. There is potential for the use of SuDS to be incorporated.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The scheme cuts across areas of Flood Zone 1, 2 and 3 and therefore is at potential risk for flooding. It is likely the project will increase the impermeable to an increased risk of flooding. Appropriate drainage will need to be considered.
12. Protect and improve local air quality, particularly in the AQMAs	++	It is likely there will be moderate positive effects on air quality as it is likely the project will reduce the reliance on private cars. It will also likely lead to ar transport. This will be particularly relevant for areas designated as AQMA, including Cambridge city centre.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Through reducing the reliance eon private car, it is likely there will be a reduction in GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined wi climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is no account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	Although the project is leading to additional infrastructure, it will likely improve the existing transport network by providing additional linkages across the of the transport network, particularly public transport. By reducing the number of vehicles and therefore congestion, it is likely the efficiency of the road

The project aims to create new transport infrastructure to create a sustainable alternative to car travel across the region. This will enhance connectivity across the region and provide increased accessibility to key services, employment and recreational opportunities. Through reducing the reliance on private car, there is likely to be benefits for air quality and reduction in GHG emissions. Health benefits are also likely through improved air quality. The project also aims to create enhanced opportunities for safer active travel which will likely have direct benefits on health and wellbeing. There is also likely to be benefits for the health and safety of the transport network through segregated links for cyclists and pedestrians. By reducing the number of vehicles on the road, there is also likely to be a reduction in the likelihood of accidents occurring. The exact route of the CAM is unknown at this stage, however there is potential for effects on biodiversity, soils and the landscape from the land-take required for the project. There is also potential for negative effects on flood risk due to an increase in the impermeable surface area, however it is likely that appropriate drainage will be considered.

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region. This will likely maximise the use network will be improved.

#### Table 41: Greenways

Intervention name	Greenways
Further Information	A set of planned routes to facilitate walking, cycling and equestrian active travel between South Cambridgeshire villages and the city. Proposals have been developed following significant consultation and op in 2020.
Local Authority	South Cambridgeshire and Cambridge
Current status	Pre-feasibility
Location	South Cambridge and Cambridge
Baseline	N/A

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	+++	It is likely the project will have a direct positive effect on health given it plans to create routes for walking and cycling between South Cambridgeshire vil travel a more attractive and feasible option. It also has the potential to reduce the number of vehicles on the road which could have indirect positive effect air quality.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	By creating new routes for active travel, including equestrian, which could potentially be segregated from the roads will likely lead to an improvement in potential to reduce the number of vehicles on the road which could reduce the likelihood of accidents occurring.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	The project has the potential to result in new routes for active travel which will likely improve access to key services, particularly between the villages in city and for those without access to a car.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	There is potential that the project will lead to a reduction in congestion and result in a more efficient road network which may benefit 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	+++	The project directly promotes sustainable and active forms of travel by creating new links for walking, cycling and horse riding. This is likely to lead to re
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/-	The routes are currently unknown at this stage therefore further assessment is required as the project develops. There may be a loss in natural habitat indirect positive effects on biodiversity from a reduction in the number of vehicles on the road through improved opportunities for active travel.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/0	Given the routes are currently known at this stage, the effects on the historic environment is unknown and requires further assessment as the project de significant effects as the result of new walking, cycling and equestrian routes.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	+	There is potential that the townscape character, particularly within Cambridge city, will be improved if there is a reduction in the number of vehicles. The in changes to the landscape, however effects are likely to be minimal.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/0	If the new routes require land take there is potential that there may be a loss of soil and/or agricultural land. However, it is unlikely there will be any sign walking, cycling and equestrian routes.
10. Protect and enhance the quality of the water environment	?/0	The water environment has the potential to be affected if the project results in an increase in the impermeable area and therefore increased the potential the infrastructure is for walking and cycling it is likely to be minimal contaminated run-off. There may be indirect positive effects on the water environme vehicles on the road, however this is likely to be negligible.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The location of the routes are unknown at this stage therefore the risk of flooding is unknown. The project may lead to an increase in the impermeable s an increased risk of flooding. Appropriate drainage will need to be considered.
12. Protect and improve local air quality, particularly in the AQMAs	++	It is likely there will be an improvement in air quality as the project has the potential to lead to a reduction in the number of vehicles on the road by provi transport.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	It is likely there will a reduction in GHG emissions as the project has the potential to lead to a reduction in the number of vehicles on the road by providi transport.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it there is potential that additional hardstanding areas will be created which will increase run-off rates events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required t should be designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	+	By providing opportunities for alternative modes of travel than car the lifespan of the road network will likely be improved and the lifespan maintained.

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road safety. The project also has the

South Cambridge and the Cambridge

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The project aims to create new routes for active travel including walking, cycling and equestrian which will connect the South Cambridgeshire villages to Cambridge city. This is likely to result in direct positive effects for health as improved walking and cycling routes will promote active travel as an attractive and viable option. It is also has the potential to result in a reduction in the number vehicles on the road therefore reducing congestion. As a result, there is potential for positive effects on air quality, GHG emissions and health. The safety of the road network may also be improved. There is potential for negative effects on biodiversity and soils if land take is required as part of the new routes, however it is anticipated that effects will be minimal. The project may lead to an increase risk of flooding by increasing the impermeable surface area therefore appropriate drainage will need to be considered.

#### H.3 **Projects in East Cambridgeshire**

#### Table 42: Queen Adelaide Road Study

Intervention name	Queen Adelaide Road Study
Further Information	Highway scheme to mitigate the impact of increased periods of level crossing closures.
Local Authority	East Cambridgeshire
Current status	
Location	3 level crossings along the B1382 in Queen Adelaide. 3 crossing are with the railway lines for Peterborough, Kings Lynn and Norwich.
Baseline	Ely Pits and Meadows SSSI
	<ul> <li>Agricultural Land Grade 1 and non-agricultural</li> </ul>
	<ul> <li>Flood zones 2 and 3 (apart from Peterborough crossing)</li> </ul>
	<ul> <li>Crosses River Great Ouse but whole project is in area benefitting from flood defences</li> </ul>

SEA Objectives	Project Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	0 / +	It is unlikely that the level crossing improvement will have an effect on the health of the population. However, the project aims to reduce congestion an neutral to minor positive effect is anticipated due to increased air quality for local residents.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	Improvements to the period of time the level crossings are closed will have positive effects on the health and safety of these levels crossings as it will fewer accidents. Therefore, a minor positive effect is anticipated.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+/++	Improvements to the level crossings will have positive effects on reducing congestion which will help to improve accessibility to key services, employm road traffic and rail traffic. Therefore, a minor to moderate positive effect is anticipated.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+	Improvements to the level crossings will have positive effects on reducing congestion which will help to improve reliability and efficiency of the transpo impact on supporting and contributing to the local economic growth of the area. Therefore, a minor positive effect is anticipated.
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/+	Improvements to the level crossings will have positive effects on reducing congestion. This will make public transport more reliable and efficient, howe encourage people to take public transport. Therefore, a neutral to minor positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	? / -	Ely Pits and Meadows SSSI is located within 1km of the scheme. There is potential for the project to have negative impacts on this site. In addition, the project.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	There are no historic assets identified at the scheme location. Therefore, a neutral effect is anticipated.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0/-	Increasing the period of level crossing closure along Queen Adelaide road will reduce congestion which may have positive effects on the setting of the infrastructure will alter the landscape, however, given that there is an existing busy road effects are considered neutral to minor negative.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	0/-	The level crossing improvements along Queen Adelaide road are located within Grade 1 and non-agricultural land. Depending on the improvements to take may be required. Therefore, a neutral to minor negative effects are anticipated.
10. Protect and enhance the quality of the water environment	?/-	The enhancements to the road network at the level crossings could increase impermeable surfaces which could contribute the risk of contaminated ru located close to the scheme and Queen Adelaide road crosses the River Great Ouse. Any enhancements to this section of road could result in reduce however the project is located in an area benefitting from flood defences and there is potential for enhancements to the infrastructure and its drainage
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is located in Flood Zone 2 and 3, apart from the Peterborough level crossing. Therefore, if the scheme requires infrastructure improvemen would increase the impermeable surface area. Improved drainage on the current infrastructure combined with the fact that the project is located within flood risk.
12. Protect and improve local air quality, particularly in the AQMAs	+	The project is not located in an area with an AQMA. This coupled with the improvements to alleviate congestion along Queen Adelaide road will reduct minor improvements to the air quality. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The project looks to alleviate congestion at these level crossings. Reducing the congestion will help to reduce GHG emissions slightly but could also s a minor positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project is located in an area identified as being at risk from flooding. Therefore, increasing the impermeable surface area through road improvement This coupled with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surface 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	+	The project aims to update the current infrastructure to mitigate the impact of increased periods of level crossing closures to ease the congestion. This infrastructure; however, it will also be updating the current infrastructure, therefore an overall minor positive effect is anticipated.

nd therefore idling cars. Therefore, a

l ease congestion and could result in

ment and recreational areas, for both

ort network which will have a positive

ever upgrading the junction will not

here is no greenbelt affected by this

e landscape. The addition of new

to the level crossings, permanent land-

un-off. There are some waterbodies ed protection of the water environment, e such as SuDS.

nts in the shape of more lanes, this n a Flood Zone, could result in increased

ce cars queuing, which will result in

see an increase in road users, therefore

ents could increase the risk of flooding. Infacing and SuDS will be required to

s would be utilising the current

This project aims to mitigate the impact of increased periods of level crossing closures and relieve congestion through improving existing links and developing a more flexible network. Minor negative effects are anticipated with regard to biodiversity, the water environment risks of flooding and climate resilience. Minor positive effects have been identified with regard to maximising the current infrastructure, reducing GHG emissions, improved air quality, and health of local residents and improved health and safety with a more efficient transport network. Neutral effects have been identified for the protection of soils, maintaining the landscape and townscape and the historic environment.

#### Table 43: A142 Capacity and Safety Improvements

Intervention name	A142 Capacity and Safety Improvements
Further Information	Study into capacity improvements on the A142 between Ely and Chatteris. Includes safety improvements.
Local Authority	East Cambridgeshire
Current status	
Location	From the A141 roundabout with the A142 north of Chatteris to the roundabout with the A10 south-west of Ely.
Baseline	Ouse Washes Ramsar, SAC, SPA and SSSI
	Grade 1, 2 and 3a agricultural land
	Old Bedford River, Hundred Foot Drain (New Bedford River)

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	-/+	Effects on population health will be mainly from the change in air pollution, which could be reduced from less idling and start-up emission due to relieved effect if the increased traffic after capacity improvements are more than the reduction.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+++	Safety improvements will also be considered under this study, as such, major positive effect on the health and safety of the transport network is expected improvement works have been carried out.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	Study findings are expected to propose works for improving the safety and increasing the capacity of the A142, which will reduce congestion and accide positive effect is expected.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+++	Improved traffic flow and safety will result in a more reliable and efficient transport network, thereby supporting and contributing to local economic growt expected.
<ol> <li>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</li> </ol>	- / 0	While congestion may be relieved as a result of this study, due to the capacity improvement works, it is not expected to be achieved through the reducti mode, therefore a neutral impact has been identified. The improved capacity may in contrary encourage more car travel due to the reduced congestion.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	? / -	A section of the A142 passes through the Ouse Washes (Ramsar Site, SSSI, SAC, SPA). However, the HRA concluded no likely significant effects on t potential for loss of natural habitat (outside the designated sites) and therefore minor negative effects, however the significance of the impact is unknow
<ol> <li>Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character</li> </ol>	? / -	There are a few scheduled monuments (bowl barrows) next to the concerned section of the A142 and some trial trenches nearby, indicating potential fo identified.
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	?/-	Subject to the final works proposed and carried out from this study, the distinctiveness of the landscaper character may be affected negatively if scales works to the exiting road is carried out.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>		There is Grade 1, 2 and 3a agricultural land immediately next to the multiple sections along the A142 between Ely and Chatteris. If capacity and safety is these sections, there will be loss of agricultural land and therefore moderate negative effect has been identified.
10. Protect and enhance the quality of the water environment	?/-	As the part of the A142 passes through the Old Bedford River and the Hundred Foot Drain (New Bedford River), there is potential for negative effects or construction stage. The project has the potential to increase the impermeable surface area, contributing to the risk of contaminated run-off. Appropriate
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	There is potential for the project to increase the impermeable surface area, therefore contributing to the risk of flooding. Appropriate drainage will need to
12. Protect and improve local air quality, particularly in the AQMAs	- / +	Improvement works as a result of this study can have either positive or negative effect as safer and less congested road may encourage more car trave congestion will lead to a reduction of idling and start-up emissions.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	-/+	Improvement works as a result of this study can have either positive or negative effect as safer and less congested road may encourage more car trave congestion will lead to a reduction of idling and start-up emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	? / -	Given the potential of an increased impermeable area coupled with severe rainfall events associated with climate change will exacerbate flooding issues 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	+++	Improving the capacity and safety of the A142 will maximise the use and lifespan of existing transport infrastructure as it will provide a better driving con

ed traffic congestion. However, there would be negative

ed and number of accidents may decrease once

ents, thereby improving accessibility. Therefore, major

th and competitiveness. Therefore, major positive effect is

tion of car travel, nor promotion of sustainable transport

the Ouse Washes Ramsar, SAC and SPA site. There is wn at this stage.

or discovery; hence, potential negative effect has been

are extensive, while there may be no effects if only minor

improvements are to be achieved through road widening in

on these water environments, especially during the drainage will need to be considered. to be considered as part of the project.

el, therefore reducing air quality. However, reduced

el, therefore increasing GHG emissions. However, reduced

es. Appropriate measures such as permeable surfacing and

ndition.

Major benefits are expected as this study will inform the needs for improving the safety and capacity of the A142, improving accessibility and supporting local economic growth, and the generally existing transport network and infrastructure. However, as this section of the A142 passes through a SSSI with two rivers along the SSSI boundary and agricultural soils immediately net to the road, there is potential for negative effects. There are also potential negative effects identified for the water environment, flooding and climate resilience.

#### Table 44: Ely to Soham Track Doubling

Intervention name	Ely to Soham Track Doubling
Further Information	Doubling the track between Ely and Soham.
Local Authority	East Cambridgeshire
Current status	Pre-feasibility
Location	Ely to Soham railway
Baseline	<ul> <li>SSSIs, SAC and NNR</li> <li>Listed Buildings</li> <li>Soham Lode Drain and River Great Ouse</li> <li>Flood Zone 1, 2 and 3</li> </ul>

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	There may be an improvement in air quality and therefore health as a result of this project as it may encourage more people to use public transport rath journeys between Ely and Soham.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	There may be an indirect positive effect on the safety of the road network if the number of car journeys are reduced as a result of increased rail capacity
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	Accessibility to key services, particularly for those without access to a car, is likely to be improved as a result of this project. A moderate positive effect h
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	Improving the capacity of the rail offering is likely to result in benefits to the local economy as it is likely to open up more 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 project will likely promote the use of rail as a viable and efficient mode of travel, particularly between Ely and Soham. This has the potential to reduce therefore alleviating congestion.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	- /+	There are a number of SSSIs and a SAC and NNR which may be affected during the construction of the project. However, the HRA concluded no likely also be indirect positive effects on biodiversity due to a reduction in the number of vehicles from the increased rail capacity.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	0	Listed buildings may be affected during the construction works, however this is likely to be temporary therefore a neutral effect has been identified.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	The setting of the landscape may be disrupted during the construction works, however it is unlikely this will change significantly therefore a neutral effect
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land		The railway between Ely and Soham passes through Grades 1, 2 and 3 agricultural land. The doubling of the tracks have the potential to lead to a loss effect has been identified.
10. Protect and enhance the quality of the water environment	-	The railway is adjacent to several waterbodies and also crosses the Soham Lode Drain and River Great Ouse. There is potential effects during the consenvironment therefore a minor negative effect has been identified. There may be a reduction in the number of vehicles on the road as a result of improve improvements for the water environment, however this is likely to be negligible.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	-	The railway passes through Flood Zone 1 but also areas with Flood Zone 2 and 3, and areas benefitting from flood defences. Flooding could therefore p construction and operational phases. There is also potential that the railway may increase the impermeable area which may also contribute to flooding. identified.
12. Protect and improve local air quality, particularly in the AQMAs	++	Improvements to the capacity of the railway has the potential to result in reduced vehicles journeys which therefore has a positive effect on air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	A reduction in the number of vehicle journeys as a result of improved rail capacity also has the potential to reduce GHG emissions.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	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 ne
15. Maximising the use and lifespan of existing transport infrastructure	++	The improvement to the capacity of the section of railway between Ely and Soham will likely maximise the use of the transport infrastructure therefore a identified.

her than their car, particularly for shorter

y between Ely and Soham.

has therefore been identified.

uce the number of vehicles on the road,

significant on SAC sites. There may

ct has been identified.

of soil therefore a moderate negative

struction phase on the water ved train capacity which could lead to

pose a risk to the railway during both the . A minor negative effect has been

eutral impact has been identified.

a moderate positive effect has been

The doubling of the railway track between Ely and Soham is likely to increase the capacity of the railway and promote the use of public transport. This has the potential to reduce the number of vehicle journeys which could lead to improvements in air quality and therefore health, a reduction in GHG emissions and also indirect benefits for biodiversity. There is also potential for a reduction in congestion and improved accessibility with benefits to the local economy. The use of the rail network is likely to be maximised due to increased capacity. However, there are also potential negative effects for biodiversity and the water environment during the construction phase.

#### Table 45: Newmarket West Chord

Intervention name	Newmarket West Chord
Further Information	New chord to enable direct services between Soham, Newmarket and Cambridge.
Local Authority	East Cambridgeshire
Current status	
Location	Along the railway between Ely, Soham, Newmarket and towards Cambridge
Baseline	<ul> <li>Ely Pits and Meadows SSSI</li> </ul>
	Partially within Flood zone 2

SEA Objectives	Assessment	Summary of Effects
1. Improve the health of the population and reduce health inequalities between areas and groups	+	Indirect minor positive effect on population health is expected from the potential reduction in air pollution from the diversion of car travel to the resumed
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	+	There is potential for indirect effects on the health and safety of the transport network given that the project may lead to a reduction in the number of ve
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	The provision of direct train services to and from Soham, Newmarket and Cambridge city will have major positive effect on accessibility to key services communities, as it will avoid the need for service change.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	++	The resumed direct train service will increase the efficiency of transport network, improving accessibility, thereby supporting and contributing to the loca
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 direct train service will encourage people to use public transport rather than car travel as it will be more convenient, consequently reducing road trabeen identified.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>		With the Ely Pits and Meadows SSSI immediately next to and within the 'Newmarket west curve', reinstating the rail and provision of train services will which supports a variety of breeding and wintering birds. The SSSI is also a Geological Conservation Review site.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	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	As the project only involves the reinstatement of the existing Newmarket west curve where no significant changes to the overall appearance is expecte
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	- / 0	Depending on the reinstatement works involved, there is unlikely to be effects on the quality of soils if it is confined within the existing track area. Howe encroachment, there may be minor negative effect.
10. Protect and enhance the quality of the water environment	-	Construction site runoff may potentially affect the open waters in Ely Pits and Meadows SSSI, therefore minor negative impact has been identified.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	Part of the route is located within Flood Zone 2 therefore potential for flood risk exists. There may be an increase in flood risk from the introduction of the introd
12. Protect and improve local air quality, particularly in the AQMAs	+	The provision of direct train service is likely to have minor positive effects on local air quality as it may reduce pollution from car travel. Although the Ne resumed direct train service will pass through three other AQMAs, which will also benefit from the potential reduction.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	The provision of direct train service is likely to have minor positive effects as car trips may be reduced and therefore associated GHG emission.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The new railway may contribute to an increase risk of flooding. This coupled with severe rainfall events associated with climate change will exacerbate
15. Maximising the use and lifespan of existing transport infrastructure	+++	Reinstating the existing Newmarket west curve will maximise the use of existing transport infrastructure and therefore major positive effect has been id

I train service.

ehicles on the road.

, employment and recreational areas for these

cal economic growth.

raffic and congestion. Therefore, major positive effect has

I introduce new disturbance to the nationally important SSSI

ed. Therefore, a neutral impact has been identified.

ever, should there be any extension, or accidental

he new railway.

ewmarket West Curve is not located within an AQMA, the

e flooding issues.

lentified.

The reinstatement of the existing Newmarket West Chord will mainly have positive effects as it will improve public transport, accessibility by public thereby supporting growth, and improve air pollution by direct car trips to train travel. However, as the Newmarket west curve is located within a SSSI of nationally importance in supporting breeding and wintering bird, which is also a geological conservation review site, there may be potential negative effects from the resumed train service causing increased disturbance.

#### H.4 **Projects in Huntingdonshire**

#### Table 46: St. Neots River Great Ouse Cycle Bridge

Intervention name	St. Neots River Great Ouse Cycle Bridge		
Further Information	Delivery of a new foot and cycle bridge in St Neots, located to the north of the town, offering a safer, traffic-free crossing of the River Great Ouse. Provides critical infrastructure linked to the St Neots Masterplan, supporting 4,000 houses and 3,600 jobs.		
Local Authority	Huntingdonshire		
Current status	Pre-feasibility		
Location	St Neots		
Baseline	St. Neot's Common SSSI approx. 500m-1km		
	Two Listed Buildings & one Schedule Monument nearby		
	River Great Ouse within Flood Zone 3		

SEA Objectives	Project Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	The project aims to link the east and west sides of the town across the River Great Ouse which will help with connectivity of cycle and pedestrian route will significantly improve accessibility within St Neots and also supporting active travel as a result. Therefore, a moderate positive effect is expected.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	Providing a foot and cycle bridge across the River Great Ouse separate to the roadway bridge crossing (B1428), will improve the health and safety by pedestrians to motorised road users which could result in a reduction in the number of accidents. Therefore, an overall moderate positive effect is anti-
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	This project improves the accessibility of residents and commuters of St Neots to the town centre. Improving the pedestrian and cycle links will help be surrounding area. Therefore, an overall moderate positive effect is anticipated.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	++	The new bridge will improve pedestrian and cycling links to better integrate any new developments into the surrounding area from the eastern bank of centre and also St Neots station, served by a fast rail link into London. Additionally, separating the cyclists and pedestrians from the motorised road us shall help to deliver a reliable and efficient transport network for all entering the town centre for shoppers, businesses and visitors. It will also help facil 4,000 houses and 3,600 jobs. Overall, a moderate positive effect is anticipated.
<ol> <li>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</li> </ol>	++	The installation of a new cycle and footbridge will reduce congestion through reducing the need to travel by car. The bridge will also promote cycling a and provides a safer, traffic-free alternative to the B1428. Overall, a moderate positive effect has been identified.
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	St Neots Common SSSI is located within 500m – 1km of the project site. There is low potential for this project to impact upon this designated site. The anticipated.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-	There are two listed buildings and one Scheduled Monument within close proximity of the scheme. There is potential for this project to impact upon the negative effect is anticipated.
<ol> <li>Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character</li> </ol>	0	The project would be situated along a section of the River Great Ouse that has a road bridge crossing (B1428) already, therefore adding in a further b the area. A neutral impact is therefore anticipated.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	0	The location of this project is within an urban setting; therefore, it is unlikely to impact upon agricultural land or green belt. Therefore, a neutral effect is
10. Protect and enhance the quality of the water environment	?/-	The project is located across the River Great Ouse therefore there is potential for negative effects on the water environment, particularly during constr access infrastructure may lead to an increase in the impermeable and therefore increase the risk of contaminated run-off.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The project is situated within Flood Zone 3, therefore the project may be at risk of flooding. The new bridge and associated access infrastructure may surface area which could contribute to the risk of flooding. Appropriate drainage will need to be considered.
12. Protect and improve local air quality, particularly in the AQMAs	+	This project aims to improve connectivity for cyclists and pedestrians and reduce the number of motorised road users within the town centre which will subsequently help to improve local air quality. The project is not situated within an AQMA. Overall, a minor positive impact is anticipated.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	This project aims to improve connectivity for cyclists and pedestrians, supporting active travel and reducing the number of motorised road users within congestion and in turn reduce GHG emissions. Overall, a minor positive impact is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined weight climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood ris designed to account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	0	The separation of pedestrians and cyclists from motorised road users is expected to have little impact on maximising the use and lifespan of existing t B1428 roadway bridge crossing. Therefore, a neutral effect is anticipated.

tes. Due to the improved connectivity, it

y removing the exposure of cyclists and ticipated.

better integrate the development into the

of the River Great Ouse to St Neots town users will ease congestion. This project silities the St Neots Masterplan supporting

and walking to access the town centre

erefore, a minor negative effect is

nese heritage assets, therefore a minor

bridge would not be out of character for

is anticipated.

truction. The new bridge and associated

lead to an increase in the impermeable

Il help to reduce congestion which will

n the city centre which will help to reduce

with severe rainfall events associated sk is not increased and should be

transport infrastructure such as the

This project aims to build a new cycle bridge across the River Great Ouse linking the east and west sides of the town centre of St Neots, currently restricted by a single roadway bridge crossing (B1428). The positive effects anticipated from this project relate to health and safety for all road users through a reduction in the total number of accidents, overall health improvements through supporting active travel for pedestrians and cyclists helping to reduce the number of cars on the roads. There are also positives associated with improved accessibility to key services in the town centre for shoppers, businesses, visitors and rail commuters. There is a possibility that installing the cycle/pedestrian bridge will lead to a reduction in motorised road users, this could have subsequent effects associated with a reduction in GHG emissions and improvements in local air quality. There are some minor negative impacts associated with the project such as potential impacts on the St Neots Common designated site and heritage assets within close proximity to the scheme. The project is also situated within Flood Zone 3 with the potential for minor negative effects.

#### Table 47: A1 Buckden Roundabout Capacity and Safety Improvements

Intervention name	A1 Buckden Roundabout Capacity and Safety Improvements
Further Information	Capacity improvements to accommodate increased demand, and proposals to improve safety along this link.
Local Authority	Huntingdonshire
Current status	
Location	A1 meets the B661 at Buckden Roundabout, south-west of Buckden village
Baseline	<ul> <li>AQMAs: Huntingdon; St Neots; Brampton; Hemingford to Fenstanton (A14)</li> </ul>

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	0	Potential benefits from relieving the existing significant traffic congestion, thus reducing idling and start-up emission, thereby reducing air pollution. How therefore a neutral effect has been identified.
<ol><li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li></ol>	+++	The project aims to create a safe transport network by improving the roundabout, and therefore major positive effect is expected, and the number of acc
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+++	As the roundabout is one of the key junctions and is currently suffering from significant traffic congestion, therefore the project will have major positive e regional connectivity.
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+++	Major positive effect is expected as the project will improve inter-regional connectivity and access to key national and international gateways which will trades.
<ol> <li>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</li> </ol>	0/+	Although the project will relieve congestion, it is not achieved by reducing the need to travel by car, therefore a neutral impact has been identified. Howe effect on the strategy for bus network in the wider region to link market towns and villages (for example, Huntingdon – Brampton – Buckden – St Neots)
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	0	There is 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	Although there are multiple listed buildings and a scheduled monument site nearby, direct impact is not expected if the improvement works are to be co
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?	There could be potential minor positive effect on maintaining the distinctiveness of the landscape and townscape character if the improvement works are infrastructure. However, if the improvement works to be carried out will be of major scale, with significant changes made, there is then likely to be negat
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	0	There is unlikely to be effects on the quality of soils or loss of agricultural / greenfield land, therefore a neutral impact has been identified.
10. Protect and enhance the quality of the water environment	0	There are no waterbodies near the project area, therefore no effects are expected on the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	0	There is unlikely to be effects on the risk of flooding to transport infrastructure or contribution to it, and the project is not within a Flood Zone, therefore a
12. Protect and improve local air quality, particularly in the AQMAs	+	Potential minor positive effect is expected on air quality and the four AQMAs the project falls within, largely from the potential reduction in idling and star be relieved by this project.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	Potential minor positive effect is expected on minimising GHG emission, largely from the potential reduction in idling and start-up emission from the sign and reduce Cambridgeshire's contribution to climate change.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	0	There is unlikely to be effects on reducing vulnerability to climate change by minimising the risk of flooding and other climate hazards, therefore a neutra
15. Maximising the use and lifespan of existing transport infrastructure	++	By improving the roundabout, the use and lifespan of the infrastructure is expected to be maximised, therefore a moderate positive effect has been iden

#### Summary:

By improving the A1 Buckden Roundabout which is currently heavily congested, overall accessibility will be improved by smoother traffic flow, supporting local businesses; emissions from idling and engine start-up will also be reduced contributing to the environment and human health. There is unlikely to be negative effects, however, this will depend on the scale and design of the designed works.

vever, the benefits for health are likely to be insignificant

cidents and other incidents are expected to reduce.

effects on accessibility, with improved capacity and inter-

enhance business connectivity, supporting and facilitating

ever, the project is expected to have an indirect positive ).

onfined close to the existing roundabout.

re designed to be of similar appearance to the existing tive effect.

a neutral impact has been identified.

art-up emission from the significant congestion that should

nificant congestion that should be relieved by this project;

ral impact has been identified.

ntified.

#### Table 48: St Neots Northern Link to Little Paxton

Intervention name	St Neots Northern Link to Little Paxton			
Further Information	New highway link between the St Neots Northern Link to Little Paxton.			
Local Authority	Huntingdonshire			
Current status	Pre-feasibility			
Location	St Neots to Little Paxton			
Baseline	<ul> <li>SSSIs and LNR</li> <li>Agricultural Land Grade 1 and 2</li> <li>Flood Zone 1, 2 and 3</li> <li>St Nexts AQMA</li> </ul>			

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	- / +	The new highway may lead to an increase in the number of vehicles in the area which has the potential to reduce air quality and therefore negatively aff However, by providing an additional link, congestion may be reduced on the wider road network which could result in health benefits through improved a
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	The project has the potential to make the wider road network safer by reducing congestion. However, if there is an increase in vehicle number as a resu of accidents will be increased.
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++	The new highway is likely to increase accessibility and reduce journey times between St Neots and Little Paxton therefore opening up opportunities for residents.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	The additional link between these two areas may result in benefits for the local economy as both will be more accessible for employment and business of
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 new highway link may help to reduce traffic congestion on the wider road network roads. However, it could the new road could become congestion
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	?/	Given the exact location of the new highway link is yet to be determined, effects on biodiversity are uncertain. However, there is potential for negative effects to be required. There are a number of SSSIs and an LNR around the St Neots and Little Paxton area which could be affected by the new road link.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	? / -	The historic environment has the potential to be affected as a result of the new highway. However, as the exact location of the road is yet to be determined by the determined of the road is yet to be determined by the determined of the road is yet to be determined by the determined of the road is yet to be determined by the determined by the determined of the road is yet to be determined by the determined
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	? / -	The project has the potential for negative effects given the new highway is likely to affect the character of the landscape. Effects will be dependent on the design and mitigation measures.
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	?/-	The project is likely to require land-take for the new highway link. There is agricultural land of Grade 1 and 2 between St Neots and Little Paxton which r given the location is yet to be determined.
10. Protect and enhance the quality of the water environment	? / -	There is potential for negative effects on the water environment as the project is likely to increase the impermeable layer therefore resulting in a potential Great Ouse also runs through St Neots and Little Paxton, and the River Kym through Little Paxton. However, effects on the water environment will be de included as part of the project.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	? / -	As the project is likely to increase the impermeable layer, there is potential for it in to contribute to the risk of flooding. The project is location is unknown Zone 2 and 3 in St Neots and Little Paxton, particularly around the rivers, and therefore the project could be at risk of flooding. Appropriate drainage will project.
12. Protect and improve local air quality, particularly in the AQMAs	- / +	The project has the potential to reduce congestion on the wider road network which will therefore result in air quality improvements. There is an AQMQ positively affected if traffic is distributed. However, if the new road results in an increase in vehicle numbers, air quality may be reduced.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	The project may reduce congestion and therefore reduce GHG emissions, however if there is an increase in the number of vehicles there may be an inc
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined wit climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is no account for future climate change effects.
15. Maximising the use and lifespan of existing transport infrastructure	- / +	The new highway link is likely to maximise the use of the wider road network by making it more efficient. However, it does require the construction of ne has been identified.

ffect the health of the local population. air quality.

ult of the new highway link, the likelihood

employment and recreation for

opportunities.

if more vehicles are attracted.

effects due to the land-take which is likely

ined, effects are uncertain.

he location of the highway, project

may lost, however effects are uncertain

ial for contaminated runoff. The River dependent on mitigation measures

n, however there are areas of Flood I need to be considered as part of the

located in St Neots which could be

crease in GHG emissions.

ith severe rainfall events associated with ot increased and should be designed to

ew infrastructure therefore a mixed effect

The new highway link will likely increase accessibility between St Neots and Little Paxton. This has the potential to relieve congestion on the wider road network, however it may also lead to an increase in vehicle numbers. As a result, mixed effects have been identified for air quality and GHG emissions, health and the safety of the road network. Given that the location of the new highway is yet to be determined, effects on biodiversity, soils, the historic environment, landscape and townscape, flooding and the water environmental are uncertain. However, there is potential for the project to result in negative effects.

#### Table 49: Wider Huntingdon and St Ives Area Pedestrian/Cycle Network

Intervention name	Wider Huntingdon and St Ives Area Pedestrian/Cycle Network
Further Information	Improvements to the walking and cycling network within Huntingdonshire
Local Authority	Huntingdonshire
Current status	Pre-feasibility
Location	Wider Huntingdon and St Ives
Baseline	Not Applicable

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	By improving the walking and cycling network, the use of active travel as a mode of transport or for leisure will likely be more attractive. This may encourage lead to benefits for physical and mental health and wellbeing. The reliance of private car may also be reduced which could lead to improvements in air quali moderate positive effect has therefore been identified.
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	++	The improvements will help to make the transport network for pedestrians and cyclists safer therefore moderate positive effects have been identified. There the number of vehicles on the road are reduced as a result of more individuals using active forms of transport. A wider objective of the project is to embed a zero fatalities or serious injuries.
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	There is likely to be improvements for the accessibility to key services through the walking and cycling networks as a result of this project.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	There is potential for minor positive effects for the local economy through improvements to the walking and cycling network. The road network is likely to be is reduced.
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	++	Given that the project is likely to promote the use of active travel, moderate positive effects have been identified. This is potential for the number of vehicles and therefore congestion could also be reduced.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	There may be negative impacts on biodiversity if new infrastructure is required as part of these improvements. There may be associated land-take which ca potential that the infrastructure could impact on designated sites, however this will be dependent on exact locations. Indirect positive effects may result from the road.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/-	The historic environment may be negatively affected if this project requires new or improved infrastructure within close proximity to historic assets. However location.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?/-	The project has the potential to improve the townscape if it leads to a reduction in congestion and the use of cars. However, if there is significant new infrast effects on 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	?/-	There is potential for negative effects from the project if there is new infrastructure required which lead to land-take. This significance of the impact will be de extent of works.
10. Protect and enhance the quality of the water environment	?/-	Given that the project may require new infrastructure, there is potential for negative effects for the water environment. Increasing the impermeable surface a contaminated run-off. However, drainage could have a potentially positive impact on the quality of the water environment through implementation of sustainad Drainage Systems (SuDS)).
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	Increasing the impermeable surface area can contribute to the risk of flooding therefore there is a potential for negative effects. If new infrastructure is requi high risk of flooding. Appropriate drainage will need to considered alongside the proposed infrastructure.
12. Protect and improve local air quality, particularly in the AQMAs	++	Moderate positive effects have been identified for air quality given that the project will likely increase the use of the walking and cycle networks. This may le help to improve air quality.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	++	The project has the potential to reduce the number of cars on the road by promoting the use of active travel and reduce GHG emissions as a result.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	If the project includes the creation of new walking and cycling transport infrastructure, there will likely be an increase in the impermeable surface area which This combined with severe rainfall events associated with climate change will exacerbate flooding issues. Appropriate measures such as permeable surfaci 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	+	The use of walking and cycling infrastructure will likely be maximised as a result of this policy. It may also lead to a reduction in the number of vehicles on the of the road network will likely be improved.

e more people to get active which is will lity and therefore benefits for health. A

e may also be indirect positive effects if a safe systems to achieve Vision Zero –

e more efficient if the number of vehicles

s on the road to be reduced as a result

an lead to biodiversity loss. There is also n the reduction in the number of cars on

r, this will be dependent on the exact

structure required there may be negative

dependent on the exact location and

area has the potential to lead to nable drainage (Sustainable Urban

ired, it may be located within areas at a

ead to a reduction in private cars which

h can contribute to the risk of flooding. ing and SuDS will be required to ensure

he road network therefore the efficiency

The project aims to improve the walking and cycling network in the wider Huntingdonshire and St Ives area. This will likely promote active travel as a means of transport as well as for leisure and will potentially result in health benefits as it is associated with improved physical and mental health and wellbeing. The project aims to improve the safety of cycling and pedestrian routes therefore moderate positive effects have been identified for health and safety. Road traffic congestion and the reliance on private car may be reduced as a result of the project which has the potential to improve accessibility, air quality and GHG emissions, and benefit the local economy. If the project requires the addition of new infrastructure there is potential for negative effects on biodiversity, the historic environment, landscape or townscape, soils, the water environment, flooding and climate resilience. However, will be dependent on the exact location and extent of works required.

#### Table 50: A1 Baldock – Brampton capacity improvements

Intervention name	A1 Baldock – Brampton capacity improvements
Further Information	Improvements to the A1 between Baldock (near Biggleswade) and Brampton (near Huntingdon), including a new upgraded alignment and/or junction improvements
Local Authority	Huntingdonshire
Current status	Pre-feasibility
Location	Baldock to Brampton
Baseline	<ul> <li>SAC, SSSIs LNRs</li> <li>Listed Buildings</li> <li>Scheduled Monuments</li> <li>River Ivel, River Great Ouse</li> <li>Flood Zone 1, 2 and 3</li> <li>Grade 1, 2 and 3 agricultural land</li> </ul>

SEA Objectives	Assessment	Summary of Effects
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	-/+	Improvements to the A1 may lead to an increase in the number of vehicles in the area which has the potential to reduce air quality and therefore negative population. However, it may also help to reduce congestion and therefore improve air quality. A mixed minor negative and positive effect has been identication.
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	- / +	The project has the potential to make the wider road network safer by reducing congestion. However, if there is an increase in vehicle numbers, the like
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	+	Improvements to the A1 may increase accessibility to key services by providing capacity improvements.
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	+	The improvements to the capacity of the A1 may help to reduce congestion and therefore may have positive effects on the local economy by providing a
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 capacity improvements will likely reduce congestion and improve the efficiency of the road network. However, there is also the potential for there to vehicles using the road as a result of the improvements.
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	There are numerous SSSIs and LNRs located along the A1. There is also one SAC, however the HRA identified no significant effects. There may be so works and the works require land-take, there may be a loss of natural habitat. However, this will be dependent on the extent and exact location of works from the reduction in the number of cars on the road.
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/0	There are multiple listed buildings and scheduled monuments located along the A1. There is potential that there may be disturbance effects of the settin however this is anticipated to be minimal and temporary. The significance of the effects will be dependent on the extent and exact location of works.
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	0	Given the works are to increase the capacity of an already existing major road, it unlikely that the works will significantly affect the landscape.
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/-	The project may require land-take, however the significance will depend on the extent and exact location of the works. There is agricultural land of Grad
10. Protect and enhance the quality of the water environment	?/-	There is potential for negative effects on the water environment as the project is may require an increase in the impermeable surface area. This has the potential for contaminated run off. The A1 crosses the River Ivel and Great Ouse and there are also waterbodies located along the A1. Appropriate drain of the works and could incorporate SuDS.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The A1 is located in Flood Zone 1, however it does cross areas of Flood Zone 2 and 3, particularly as it cross the River Ivel and River Great Ouse. The impermeable surface area and therefore has the potential to contribute to the risk of flooding. Appropriate drainage will need to be considered as part of
12. Protect and improve local air quality, particularly in the AQMAs	-/+	The project has the potential to reduce congestion on the wider road network which will therefore result in air quality improvements. However, there is al road as a result of the improvements.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	- / +	The project may reduce congestion and therefore reduce GHG emissions, however if there is an increase in the number of vehicles there may be an inc
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined wit climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is no account for future climate change effects.

ively affect the health of the local ntified.

elihood of accidents may be increased.

an efficient transport system.

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ome disturbance effects as a result of the s. Indirect positive effects may result

ng of these assets during works,

de 1, 2 and 3 located along the A1.

e potential to result in an increase in the inage will need to be considered as part

project has the potential to increase the of the project.

also potential that more cars will use the

crease in GHG emissions.

ith severe rainfall events associated with ot increased and should be designed to

SEA Objectives	Assessment	Summary of Effects
15. Maximising the use and lifespan of existing transport infrastructure	+	The new highway link is likely to maximise the use of the A1 by increasing capacity and making it more efficient.

The project aims to increase the capacity of the A1. This will likely lead to a reduction in congestion which could have positive effects on GHG emissions, air quality and also health. There may be a reduction in the likelihood of accidents and therefore improvements in the health and safety of the road network. However, there may be an increase in the number of vehicles using road due to the improvements and increased capacity which has the potential to result in negative effects. Depending on the exact location and extent of works, there may also be effects on the setting of the historic environment during the construction phase. There are multiple designated sites located along this section of the A1 and therefore, depending on the extent and exact location of the works, there is potential for disturbance effects. Land-take may also be required as a result of the project which could lead to habitat loss or the loss of soils. There is also potential that the project will increase the impermeable surface area which could contribute to flooding, however appropriate drainage will likely be considered.

#### Table 51: A141 / Alconbury Weald Enterprise Zone Southern Access

Intervention name	A141 / Alconbury Weald Enterprise Zone Southern Access
Further Information	Highway schemes to mitigate development impact, which will also support high-quality bus provision from St Ives (Busway) to Huntingdon / Alconbury
Local Authority	Huntingdonshire
Current status	Pre-feasibility
Location	Alconbury Weald Enterprise Zone
Baseline	<ul> <li>Listed Buildings</li> <li>Scheduled Monuments</li> <li>Flood Zone 1</li> <li>Grade 2 and 3 agricultural land</li> </ul>

SEA Objectives	Assessment	Summary of Effects		
1. Improve the health of the population and reduce health inequalities between areas and groups	- / +	The improvements to the highways will likely help to ease any congestion which may be associated with the development of the Alconbury Weald Enter prevent air quality reductions which will have an indirect positive effect on health. The provision of high quality bus infrastructure to the area will also lik which will also have benefits for air quality and health. However, as the area develops, it is likely it will attract more vehicles. A mixed minor positive an identified.		
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	- / +	There is potential that the improvements will make the road network safer and therefore will help to reduce the likelihood of accidents occurring. The preduce the number of vehicles on the road which will also help to improve the health and safety of the road network. However, there may be more vehic Weald Enterprise Zone which may lead to an increased likelihood of accidents.		
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	++	Improvements to highway infrastructure around the Alconbury Weald Enterprise Zone will likely improve the accessibility to the area which is a key carr access to employment, particularly for those without access to a car given it will also support the provision of high quality bus infrastructure.		
4. Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks	++	It is likely that the highway improvements will support and contribute to the local economy as it seeks to provide enhancements to the accessibility of th This has the potential to open up opportunities for new businesses to locate there and increase employment opportunities. The improvements to the high reduce congestion and therefore may have positive effects on the local economy by providing an efficient transport system.		
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 capacity improvements will likely reduce congestion and improve the efficiency of the road network. The provision of high quality bus infrastructure the reliance on private cars. However, there is also the potential for there to be an increase in the number of vehicles using the road as a result of the in development at the business campus.		
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	There are no designated sites within close proximity. There may be some disturbance effects as a result of the works and if the works require land-take However, this will be dependent on the extent and exact location of works. Indirect positive effects may result from the reduction in the number of cars of		
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/0	There are multiple listed buildings and scheduled monuments. There is potential that there may be disturbance effects of the setting of these assets due be minimal and temporary. The significance of the effects will be dependent on the extent and exact location of works.		
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?/-	There is potential that the highway schemes will alter the landscape which may result in negative effects. However, this will be dependent on the exact making provision for high quality bus infrastructure, the landscape and townscape may be improved as there will be less congestion and vehicles on ex		
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/-	The project may require land-take of agricultural land of Grade 2 or 3, however the significance will depend on the extent and exact location of the work		
10. Protect and enhance the quality of the water environment	?/-	There is potential for negative effects on the water environment as the project may require an increase in the impermeable surface area. This has the p potential for contaminated run off. Appropriate drainage will need to be considered as part of the works and could incorporate SuDS.		
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	The area sits within Flood Zone 1 and is therefore at a lower risk of flooding. The project has the potential to increase the impermeable surface area an contribute to the risk of flooding. Appropriate drainage will need to be considered as part of the project.		
12. Protect and improve local air quality, particularly in the AQMAs	- / +	The project has the potential to reduce congestion on the road network which will therefore result in air quality improvements. However, there is also po		
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	-/+	The project may reduce congestion and therefore reduce GHG emissions, however if there is an increase in the number of vehicles there may be an in-		
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined will climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is not account for future climate change effects.		
15. Maximising the use and lifespan of existing transport infrastructure	+	The provision of bus infrastructure has the potential to reduce the number of vehicles on the road and will therefore likely maximise the use of the existing the existing of		

erprise Zone. This has the potential to kely help reduce the need to travel by car nd negative effect has therefore been

rovision of bus infrastructure may also cles travelling to and from the Alconbury

npus for business. This will improve

ne Alconbury Weald Enterprise Zone. ighway infrastructure may also help to

will also likely lead to the reduction in mprovements and the increased

e, there may be a loss of natural habitat. on the road.

ring works, however this is anticipated to

location and extent of the works. By xisting roads.

ks.

potential to result in an increase in the

nd therefore has the potential to

otential that more cars will use the area.

crease in GHG emissions.

ith severe rainfall events associated with ot increased and should be designed to

ing road infrastructure.

The project aims to mitigate the impact of development at the Alconbury Weald Enterprise Zone. This has the potential to reduce congestion which could have positive effects on GHG emissions, air quality and also health. There may be a reduction in the likelihood of accidents and therefore improvements in the health and safety of the road network. However, there may be an increase in the number of vehicles using road due to the improvements and the development which has the potential to result in negative effects. Depending on the exact location and extent of works, there may also be effects on the setting of the historic environment during the construction phase. Land-take may also be required as a result of the project which could lead to habitat loss or the loss of soils. There is also potential that the project will increase the impermeable surface area which could contribute to flooding, however appropriate drainage will likely be considered.

#### H.5 Projects in Fenland

#### Table 52: Wisbech Garden Town Feasibility Studies

Intervention name	Wisbech Garden Town Feasibility Studies
Further Information	Under plans set out in the Wisbech2020 initiative, Fenland District Council and Cambridgeshire County Council are developing the Garden Town to reduce population pressure on Car Cambridgeshire and Peterborough Combined Authority provided funding for feasibility studies: Connectivity Study, Flood Modelling, and Rail Study.
	This Garden Town is seen as having the potential to bring 10,000-12,000 new homes into the area. This would be together with better transport links, more jobs and improved health, e people. It is hoped that the high levels of deprivation in the area will be reversed through housing growth and a better economy. The Garden Town looks to extend Wisbech rather than scratch. This would involve additional building around areas that are already earmarked for development under the Fenland Local Plan. As part of the Garden Town there will be impro (such as a Wisbech-Cambridge rail link and A47 improvements)
Local Authority	Fenland
Current status	Feasibility studies
Location	Wisbech
Baseline	<ul> <li>Wisbech Garden Town (East) <ul> <li>2 Listed Buildings nearby; potential for negative effects</li> <li>Flood Zone 2; benefits from Flood Defences</li> <li>Wisbech AQMA No. 1 SO2</li> <li>Agricultural Land Grades 1 and 2</li> </ul> </li> <li>Wisbech Garden Town (South) <ul> <li>River Nene; low potential for negative effects</li> <li>Flood Zone 2-3</li> <li>Agricultural Land Grades 1 and 2</li> </ul> </li> <li>Wisbech Garden Town (West) <ul> <li>7 Listed Buildings</li> <li>1 Schedule Monument nearby; potential for negative effects</li> <li>River Nene; low potential for negative effects</li> </ul> </li> <li>Flood Zone 2-3 <ul> <li>Agricultural Land Grades 1 and 2</li> </ul> </li> </ul>

Agricultural Land Grade 1

SEA Objectives	Project Assessment	Summary of Effects		
1. Improve the health of the population and reduce health inequalities between areas and groups	++	The project aims to reduce the high levels of deprivation in the area through housing growth and a better economy. Improved transport links and access skills training will have positive effects for health.		
2. Improve the health and safety of the transport network, reducing the number of accidents and other incidents	+	A Rail Feasibility Study and Connectivity Study are part of this project. Wisbech currently suffers from an infrastructure deficit for both road and rail links and the town and community suffer as a result. By exploring the possibilities of rail and connectivity within Wisbech Garden Town it could help to impro transport network. This would also have a positive effect by reducing the number of accidents and other incidents currently experienced on the roads. A identified.		
3. Improve accessibility to key services, employment and recreational areas for all areas of the community	++++	A Rail Feasibility Study and Connectivity Study are part of this project. Wisbech currently suffers from an infrastructure deficit for both road and rail link and the town and community suffer as a result. By exploring the possibilities of rail and connectivity within Wisbech Garden Town and the wider area it services, employment and recreational areas for the wider community. An overall major positive effect was identified		
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	+++	A Rail Feasibility Study and Connectivity Study are part of this project. Wisbech currently suffers from an infrastructure deficit for both road and rail link and the town and community suffer as a result. By exploring the possibilities of rail and connectivity within Wisbech Garden Town it could help to improtown and the transport network in and out. This would have a moderate positive effect 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	++	The Rail Feasibility study could have the potential to improve the rail network to allow the reduction in road traffic, especially within Wisbech Garden To on the reliability and efficiency of public transport. Overall, a moderate positive effect has been identified.		
6. Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels	-	No designated sites are affected by the feasibility studies, however impacts from improving connectivity and rail such as permanent land-take could ha Therefore, an overall minor negative effect is anticipated.		
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	-/	There are listed buildings within Wisbech Garden Town East and West and one schedule monument. A Rail Feasibility Study and Connectivity Study or historic environment. Where the railways need to expand could result in negative impacts to buried archaeology. In addition, Wisbech is home to the m region of historic buildings, streets and spaces, after Cambridge. Conservation and protection of these historic assets is a high priority of Theme 3 of th on the historic assets of the town could have a minor to moderate negative effect, dependent on their location.		
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	-/	There are multiple conservation areas with close proximity of the town which if the feasibility studies conclude updated infrastructure is required could areas. Conservation and protection of the historic assets is a high priority of Theme 3 of the 2020 Vision. Therefore, any impacts on the historic assets moderate negative effect, dependent on their location.		

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education and skills training for local n creating an entirely new city from oved rail and road transport links

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iks to the regional and national network rove the health and safety of the . An overall minor positive effect was

iks to the regional and national network it could help improve connectivity to key

ks to the regional and national network rove the reliability and efficiency of the

Town centre. This have a positive impact

ave a negative impact on biodiversity.

could result in negative effects on the most concentrated areas in eastern the 2020 Vision. Therefore, any impacts

I negatively impact these conservation s of the town could have a minor to

SEA Objectives	Project Assessment	Summary of Effects
<ol> <li>Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land</li> </ol>	-	Wisbech is located within prime agricultural land. Wisbech Garden Town is located around Grades 1-2 agricultural land. Any infrastructure development could negatively impact upon this prime agricultural land. Therefore, an overall negative effect has been identified.
10. Protect and enhance the quality of the water environment	++	A Flood Modelling feasibility study makes up part of this project. This would have moderate positive effects on the quality of the water environment.
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	+++	A Flood Modelling feasibility study makes up part of this project. This would have moderate positive effects on the transport infrastructure as location, be factored into the rail and connectivity feasibility study to better improve and protect the transport infrastructure for flooding. Currently the town is lo the east of the town benefits from flood defences also.
12. Protect and improve local air quality, particularly in the AQMAs	+	There is an AQMA No 1 SO2 within Wisbech Garden Town, by improving the rail and connectivity this could have potential improvements to the air q connectivity and reducing the total number of cars within the town centre. Therefore, a minor positive effect has been identified.
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+/++	Improving the rail network and transport network in general will help reduce any congestion experienced in the town centre, as well as reduce the nur positively impact the reduction in GHG emissions. Therefore, a minor to moderate positive effect is anticipated.
14. Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards	+++	The Flood Modelling feasibility study will have a major positive effect with regard to minimising the risk of flooding to infrastructure and development. best locations for infrastructure and developments to reduce the likelihood of being affected by flooding.
15. Maximising the use and lifespan of existing transport infrastructure	++	These feasibility studies will help to show where the current transport infrastructure is lacking and needs improving. This will help to maximise the use allowing only required improvements to occur. A moderate positive effect has been identified.

This project aims to complete a Connectivity, Flood Modelling and Rail Feasibility Studies. These studies will help to inform where the infrastructure needs updating or redesigning to become more efficient and effective. This project is expected to have positive effects for the flood risk, and overall connectivity of the transport network as well as improving the reliability and efficiency. There could be potential negative impacts associated with biodiversity and habitats, permanent land-take of prime agricultural land and the protection and conservation of heritage assets and conservation areas.

nents suggested by the feasibility studies

n/duration and likelihood of flooding could ocated within Flood Zones 2 and 3 and

quality of the area by improving the

mber of cars on the roads. This will all

. Conclusions of the study will indicate the

se and lifespan of the infrastructure,

#### Table 53: Central March Cycle Bridge

Intervention name	Central March Cycle Bridge
Further Information	A new cycle bridge, however the location is currently unknown.
Local Authority	Fenland
Current status	Pre-feasibility
Location	Fenland
Baseline	Not Applicable

SEA Objectives	Assessment	Summary of Effects		
<ol> <li>Improve the health of the population and reduce health inequalities between areas and groups</li> </ol>	++	The construction of a new cycle bridge may encourage more people to cycle which will likely result in health benefits. There is potential for a reduction i therefore resulting in air quality, however health benefits as a result of this are likely to be negligible.		
<ol> <li>Improve the health and safety of the transport network, reducing the number of accidents and other incidents</li> </ol>	++	The safety of the transport is likely to be improved as a result of this project as the bridge will be provide an additional and safe crossing point for cyclists		
<ol> <li>Improve accessibility to key services, employment and recreational areas for all areas of the community</li> </ol>	+	The cycle bridge will likely improve accessibility for cyclists, reducing journey time which may otherwise would have been required to find a safe crossing		
<ol> <li>Support and contribute to local economic growth and competitiveness by delivering reliable and efficient transport networks</li> </ol>	0	There is unlikely to be any effects on the local economy as a result of this project.		
<ol> <li>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</li> </ol>	++	The project will improve cycling infrastructure therefore promoting the use of active travel. This has the potential to reduce the reliance on private car the		
<ol> <li>Protect and enhance biodiversity (including both habitat and species) and geodiversity at all levels</li> </ol>	?/-	There is potential for the cycle bridge to encourage cycling as an alternative to private car which may result in indirect positive effects for biodiversity, how cycle bridge may also have negative effects on biodiversity, however the significance of this will be dependent on the exact location.		
7. Maintain, protect and enhance the historic environment, including archaeology, and the historic landscape character	?/-	The historic environment may be affected by the new cycle bridge, particularly setting effects during construction. However, this will be dependent on the bridge.		
8. Maintain, protect and enhance the diversity and distinctiveness of the landscape and townscape character	?/-	The townscape setting is likely to be affected by the new cycle bridge, however the effects will be dependent on the design. It may result in improvemen accessible for cyclists.		
9. Protect and conserve the quality of soils, minimising the loss of agricultural/greenfield land, and seek to remediate contaminated land	?/-	There may be negative effects on soils, however as the bridge is likely to be located within the centre of the town, effects are unlikely to be significant givelopment.		
10. Protect and enhance the quality of the water environment	? / -	The cycle bridge and associated access infrastructure has the potential to increase the impermeable surface area therefore increasing the risk of contar be located in an urban area and therefore already developed, effects are unlikely to be significant. However, given the exact location is unknown, the effects are unlikely to be significant.		
11. Reduce the risk of flooding to transport infrastructure and minimise its contribution to flood risk	?/-	Given the cycle bridge is likely to increase the impermeable surface area, it may contribute to the risk of flooding. The exact location is unknown therefo Appropriate drainage will need to be considered for the project.		
12. Protect and improve local air quality, particularly in the AQMAs	++	The new cycle bridge has the potential to encourage more people to cycle which could lead to a reduce in private car usage. This could therefore result		
13. Minimise GHG emissions and reduce Cambridgeshire and Peterborough's contribution to climate change	+	If the number of vehicles on the road is reduced as a result of the new cycle bridge, there may also be reductions in GHG emissions.		
<ol> <li>Reduce vulnerability to climate change by minimising the risk of flooding and effects from other climate hazards</li> </ol>	?/-	The project has the potential to effect resilience as it is likely to create additional hardstanding areas which will increase run-off rates. This combined wit climate change will exacerbate flooding issues. Appropriate measures such as permeable surfacing and SuDS will be required to ensure flood risk is no account for future climate change effects.		
15. Maximising the use and lifespan of existing transport infrastructure	+	The new cycle bridge is likely to increase access via the cycle network therefore maximising the use of the infrastructure.		

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ng point.

nerefore also improving congestion.

owever this is likely to be negligible. The

he exact location and design of the

nt to the townscape if it is more

given the area is already likely to be

aminated run off. As the bridge is likely to ffects are uncertain.

ore the risk of flooding is undetermined.

t in air quality improvements.

ith severe rainfall events associated with ot increased and should be designed to

The construction of a new cycle bridge has the potential to encourage more people to cycle as it will provide a safe crossing point for cyclists. By promoting active travel, there is also potential for health benefits as well as reducing congestion and the number of vehicles on the road. As a result, there may also be improvements in air quality and a reduction in GHG emissions. Given that the exact location of the bridge is unknown, effects are uncertain for biodiversity, the historic environment, landscape and townscape, the water environment, soils, flooding and climate resilience. There is unlikely to be any effects on the local economy as a result of the project.

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# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix I - Other Projects Planning Search

December 2019

Cambridgeshire and Peterborough Combined Authority

Cambridgeshire and Peterborough Combined Authority

# Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report Appendix I - Other Projects Planning Search

December 2019

### Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	07.05.19	S Robinson	N Levy	S Price J Hitchcock	Issue for client comment
В	16.05.19	S Robinson	N Levy	J Hitchcock	Second Issue for Comment
С	13.12.19	S Robinson	N Levy	H Grounds	Third issue following consultation

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## I. Other Projects Planning Search

#### I.1 Links with other projects

A planning application search of local authority planning portals was made using criteria of presence of EIA screening request dated between 16/01/2014 and 16/01/2024 (five years prior to search date and five years post search date). Residential housing sites with under 100 units have been screened out as being insignificant. The results of the planning portal search are presented below in Table 1.

#### **Table 1: Planning Portal Search**

Cambridge City Council	Request for EIA Screening Opinion in respect of the proposed development of the former Ridgeons site, Cromwell Road, Cambridge for the development of up to 295 dwellings, a basement car park and
	approximately 272sqm nursery and community facility. Ridgeons 75 Cromwell Road Cambridge Cambridgeshire CB1.3EB
	Ref. No: 18/5332/SCRE   Validated: Fri 19 Oct 2018   Status: Awaiting decision
	Request for EIA Screening Opinion in respect of Old Press/Mill Lane (University of Cambridge). Redevelopment of Old Press/Mill Lane site comprising re-purposing of existing buildings, demolition and erection of new buildings for a mix of uses comprising student residential, A1,A2,A3,A4 retail floorspace, B1 office space floorspace, D1 university and teaching space, D2 leisure floorspace, landscaping, public realm and highways improvements and associated works Old Press Site Mill Lane Cambridge Cambridgeshire CB2 1RX Ref. No: 18/5154/SCRE L/Validated: Wed 25 Apr 2018 L Status: Awaiting decision
	Rei. No. 10/3134/3CRE   Validated. Wed 23 Apr 2010   Status. Awaking decision
	erection of two four story buildings for B1 use and multi-storey car park, including access and landscaping. Plots 1 To 21 Cambridge Science Park Cambridge Cambridgeshire
	Ref. No: 17/1553/SCRE   Validated: Fri 01 Sep 2017   Status: Awaiting decision
	Request for EIA Screening Opinion in respect of the proposed redevelopment of the site comprising the erection of 183 dwellings together with ancillary floorspace for Community / retail use (A1, A2, A3, D1 - 72sq m), a basement car park (100 spaces), surface water pumping station, and associated open space and landscaping following demolition of all buildings at Mill Road Depot.
	Cambridge City Council Mill Road Depot Mill Road Cambridge Cambridgeshire CB1 2AZ
	Ref. No: 17/2057/SCRE   Validated: Mon 27 Nov 2017   Status: Awaiting decision
	Environmental Impact Assessment Screening for Lot S3 of Phase 1 of the North West Cambridge Development Construction of 184 residential units, access road, cycle parking, landscaping, utilities and associated ancillary structures
	Lot S3 North West Development Site Madingley Road Cambridge Cambridgeshire
	Ref. No: 17/1111/SCRE   Validated: Fri 16 Jun 2017   Decision EIA Screening not required
	This is part of the wider North West Cambridge site which was granted planning permission in February 2013 (11/1114/OUT and SS/1886/11). Subsequently superseded by the Section 73 consent (S/2036/13/VC and 13/1402/s73). The wider approved development comprises up to 3000 dwellings, up to 2000 student bed spaces; 100 000sq.m employment floorspace, of which up to 40 000sq.m commercial floorspace and at least 60 000sq.m. academic floor space, up to 5,300sq.m gross retail floorspace; senior living, up to 6,500sq.m; community centre; indoor sports provision; police; primary health care, primary school, nurseries, hotel, energy centre; and associated infrastructure including roads, pedestrian, cycle and vehicle routes, parking, drainage, open spaces and earthworks.
	Request for EIA Screening Opinion in respect of the proposed development of 'ARM C', approx. 11,695sqm (Class B1 Use) and associated parking, at Peterhouse Technology Park. Open for comment icon ARM 100 Peterhouse Technology Park Fulbourn Road Cambridge Cambridgeshire CB1 9PT Ref. No: 17/0868/SCRE   Validated: Fri 12 May 2017   Decision: EIA Screening required
	Request for EIA Screening Opinion in respect of proposed shared facilities hub for University of Cambridge, West Cambridge Site, Madingley Road.
	West Cambridge Site Madingley Road Cambridge Cambridgeshire
	CREENING OPINION - for the erection of 200 dwellings
	SOME ENTRY OF THIS THE ELECTION OF 200 GWEITINGS
East Cambridgeshire	Site Between Cherrytree Lane And Orchard Row Fordham Road Soham Cambridgeshire Ref. No: 19/00067/SCREEN   Received: Thu 10 Jan 2019   Validated: Thu 10 Jan 2019   Status: Pending
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District Council	SCREENING OPINION - Erection of 168 dwellings (8 self build plots) and associated access, Parking and
	Upen space.
	Ref. No: 17/00926/SCREEN   Received: Tue 23 May 2017   Validated: Tue 23 May 2017   Status: Unknown
	SCREENING OPINION - outline planning application for 150 new homes, a 75-bed care home and a retail unit along with public open space and associated infrastructure on approximately 9 hectares of the site.
	Scotsdales Garden Centre 41 Market Street Fordham Ely Cambridgeshire CB7 5LH
	Ref. No: 17/00572/SCREEN   Received: Thu 30 Mar 2017   Validated: Thu 30 Mar 2017   Status: Unknown
	SUREENING OPINION Election of 300 Dwellings and Associated Works Site To Northwest Of Kingfisher Drive Soham Cambridgeshire
	Ref. No: 16/00164/SCREEN   Received: Wed 03 Feb 2016   Validated: Wed 03 Feb 2016   Status: Unknown
	SCREENING OPINION 126 Residential Dwellings, Open Space and Cemetery Land West Of The Cherry Tree Public House Cherrytree Lane Soham Cambridgeshire Ref. No: 15/01569/SCREEN   Received: Thu 03 Dec 2015   Validated: Thu 03 Dec 2015   Status: Unknown
	SCREENING OPINION 300 Dwellings
	Site To Northwest Of Kingfisher Drive Soham Cambridgeshire Ref. No: 15/01565/SCREEN   Received: Wed 25 Nov 2015   Validated: Mon 21 Dec 2015   Status: Unknown
	SCREENING OPINION Food Superstore and Petrol Filling Station. Six Retail Warehouse Units . A Pub Restaurant and Associated Landscaping and Highway Enhancements.
	Downham Road Playing Fields Downham Road Ely Cambridgeshire Ref. No: 14/00434/SCREEN   Received: Tue 15 Apr 2014   Validated: Tue 15 Apr 2014   Status: Unknown
	SCREENING OPINION Proposed Leisure Development
	Land Adjacent To Ely Rugby Club Downham Road Ely Cambridgeshire
	Rel. No. 14/00215/SCREEN   Received. Tue 25 Feb 2014   Validated. Tue 25 Feb 2014   Status. Unknown
	Land South Of 18 Wilburton Road Haddenham Cambridgeshire
	Ref. No: 14/00092/SCREEN   Received: Tue 28 Jan 2014   Validated: Tue 28 Jan 2014   Status: Unknown
Fenland District Council	Screening Opinion:- Construction Plant and Logistics site (workshop, office/welfare building, car park, trailer park and storage and drainage areas)
	Lattersey Field Benwick Road Whittlesey Cambridgeshire Ref. No: F/YR18/0201/SC   Received: Mon 26 Feb 2018   Validated: Mon 26 Feb 2018   Status: Further information not required
	Screening Opinion: Residential development (139 dwellings max) with associated landscaping
	The College of West Anglia Elm High Road Wisbech Cambridgeshire PE13 2SJ
	information not required
	Screening Opinion:- Residential development (350 dwellings max) with associated landscaping, open space and infrastructure
	Land East of Wenny Road Chatteris Cambridgeshire
	Ref. No: F/YR16/0093/SC   Received: Wed 10 Feb 2016   Validated: Wed 10 Feb 2016   Status: Further information not required
	Screening Opinion and Scoping Opinion: Residential and associated development (14.37 hectares)
	Ref. No: F/YR15/1125/SC   Received: Wed 23 Dec 2015   Validated: Wed 23 Dec 2015   Status: Further information required
	Screening/Scoping Opinion: Erection of 169 dwellings with associated infrastructure and landscaping
	Site of Former Eastfield Nursery Eastrea Road Whittlesey Cambridgeshire Ref. No: F/YR15/0505/SC   Received: Wed 17 Jun 2015   Validated: Wed 17 Jun 2015   Status: Further information not required
Huntingdonshire District Council	SCREENING OPINION - Outline planning application for the demolition of two existing dwellings and erection of up to 185 dwellings with public open space, landscaping and sustainable drainage system (SuDS) and vehicular access point and separate pedestrian access from Peterborough Road and St Mary's Street. All matters reserved except for means of access

	Land East Of 18 To 52 And Including 28 And 30 Peterborough Road Farcet
	Ref. No: 18/70188/SCRE   Received: Wed 15 Aug 2018   Validated: Wed 15 Aug 2018   Status: Unknown
	SCREENING OPINION - Up to 250 residential dwellings including 40% Affordable Housing Land North Of Mill Road Buckden Ref. No: 18/70136/SCRE   Received: Tue 20 May 2018   Validated: Tue 20 May 2018   Status: Upknown
	SCREENING OPINION - Outline planning (with all matters reserved except for means of site access) for the erection of up to 350 dwellings, provision of new internal access roads and footpaths, public open space and landscaping, surface water attenuation and associated infrastructure
	Land East of Houghton Hill Farm Houghton Road St Ives Ref. No: 18/70137/SCRE   Received: Tue 22 May 2018   Validated: Wed 30 May 2018   Status: Unknown
	Screening Opinion: development of up to 140 residential units, open space, access and associated infrastructure.
	Land North of The Memorial Hall School Lane Alconbury Ref. No: 18/70074/SCRE   Received: Mon 26 Mar 2018   Validated: Mon 26 Mar 2018   Status: Unknown
	Screening opinion Railway Track Between Woodwalton And Huntingdon Station Approach Huntingdon Ref. No: 17/70105/SCRE   Received: Fri 19 May 2017   Validated: Fri 19 May 2017   Status: Unknown
	Proposed Residential Development involving the Erection of 141 Dwellings, proposed access arrangements, and associated works at land to the north and south of Biggin Lane.
	Land West of Park Road And The Malting On Biggin Lane Ramsey Ref. No: 16/70147/SCRE   Received: Fri 09 Sep 2016   Validated: Fri 09 Sep 2016   Status: Unknown
	Crematorium - SCREENING
	Ref. No: 16/70145/SCRE   Received: Wed 31 Aug 2016   Validated: Wed 31 Aug 2016   Status: Unknown
South Cambridgeshire District Council	S/3825/18/E1 EIA screening opinion Plots 4000 (formerly Zone X), 500 (formerly Zone W) and, 6200/6300 (formerly Part Zone Y), Cambridge Research Park, Beach Drive, Off Ely Road (A10), Landbeach, Cambridge, CB25 9TL
	S/3078/18/E1 EIA screening opinion Land at Site H 1/B, Babraham Road, Sawston, Cambridgeshire (160 residential units)
	S/2652/18/E1 EIA Screening opinion Land north of Melbourn Science Park, East of The moor, Melbourn, Royston, Herts (11477 sqm GEA of office and research accommodation)
	S/1026/18/E1 EIA Screening Opinion Land To The East Of Ridgeway, Papworth Everard, Cambridgeshire (175 residential dwellings)
	S/1097/18/E1 EIA screening for reserved matters application for 220 residential units Barrington Cement Plant, Haslingfield Road, Barrington, Cambridge, Cambridgeshire, CB22 7RQ
	S/4177/17/E1 EIA Screening opinion Relocated Railway Station, Bannold Road, Waterbeach, Cambs
	S/3156/17/E1 EIA Screening opinion Relocated Railway Station, Bannold Road, Waterbeach, Cambs
	S/3051/17/E1 Screening opinion request Plots 1 to 21, Cambridge Science Park
	S/1245/17/E1 Screening Opinion Land at Chesterton Sidings, Cowley Road, Milton (Up to 1000 residential units, up to 3000 sq.m of ancillary communal space, up to 1500 sq.m of retail space, associated landscaping, public space, car and cycle parking, sustainable drainage and other infrastructure).
	S/0626/17/E1 Screening opinion for land off Teversham Road, Fulbourn (110 new residential dwellings)
	S/2828/16/E1 Screening Opinion for land at Rampton Road, Cottenham (154 dwellings)
	S/2228/16/E1 EIA Screening opinion for mixed use development (up to 150 dwellings) Eternit UK, Whaddon Road, Meldreth, Royston, Cambridgeshire, SG8 5RL
	S/0113/16/E1 Environmental Impact Assessment Screening Opinion for up to 200 dwellings, assoc Land to west of Hall Drive, Hardwick, Cambridge.
	S/2636/15/E1 EIA Screening opinion Land at The Ridgeway, Papworth Everard (215 dwellings)
	S/1816/15/E1 Proposed residential development screening opinion Land to the south west of Rampton Road, Cottenham, Cambridgeshire (225 residential dwellings and 70 apartments with care)
	S/2749/14/E1 Request for EIA Screening Opinion in respect of proposed development on land east of New Road, Melbourn (199 dwellings with care home of up to 75 beds)
	S/1642/14/E1 Request for Screening Opinion for Residential Development Land off Teversham Road, Fulbourn, Cambridge. 100 - 125 new residential dwellings)
	S/0847/14/E1 Screening Opinion carried out by Cambridgeshire County Council for Northstowe Pr' off B1050 in the parish of Longstanton' (Primary school and pre-school)

Peterborough<br/>City CouncilPlanning application lists are online, but associated documents are not so little details to screen projects in or<br/>out. Various residential applications listed but number of units are not detailed.