

England's Economic Heartland

ASSESSMENT OF POLICIES

Appendix B to the ISA



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1 INTRODUCTION

- 1.1.1. The Transport strategy includes 36 policies ranging over a range of policy themes. The strategic policies set out in the Transport Strategy are grouped under the following policy areas:
 - Decarbonisation
 - Modal shift
 - Delivering East West Rail
 - East west connectivity
 - North south connectivity
 - Regional and cross-regional connectivity
 - Transport infrastructure
 - Local and rural connectivity
 - Realising global connectivity in the region
 - Freight connectivity
- 1.1.2. Each of the policies have been assessed using the 13 Sustainability Objectives, using the significance scoring criteria as set out in Table 1-1 below.

Table 1-1 – Key to Effects

Key to Effects	
Potential for significant positive effects	++
Potential for minor positive effects	+
Potential for minor negative effects	-
Potential for significant negative effects	
Uncertain effects	?
Negligible or no effect	0

1.1.3. The potential for environmental, economic and social impacts of the strategic policies is described in Section 3 and summarised graphically in Table 2.1 below.

2 OVERVIEW

Table 2-1 below presents an overview of the findings of the policy assessment.

Table 2-1 – Policy Assessment Overview

						S	ustaina	bility O	bjectiv	es				
Policy Theme	Draft TS Policies	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
Decarbonising of our Transport System	 T1 We will support and plan for the decarbonisation of the rail network: with priority given to securing: Completion of the Midland Mainline electrification Delivery of East West Rail as an electrified route Infill electrification schemes that enable electric haulage of rail freight services, in particular those to/from the international gateway port of Felixstowe and to/from national and regional distribution centres Delivery of a long term solution for the electrification of the Chiltern Main Line 	+	++	+	-	-	-			?	++	++	-	-/+
Sonising	T2 We will support and plan for the decarbonisation of the road fleet, working with energy suppliers and local planning authorities to ensure the infrastructure required to support an electric fleet (including buses and freight) is available	?	++	?	?	?	?	?	?	?	?	++	?	?
Decart	T3 In identifying future investment requirements we will prioritise those which contribute to a reduction in single occupancy journeys of 20% (of total traffic flow) by 2040 (compared with 2020)	?	?	+	+	+	+	+	+	0	++	+	0	+
Mobility for the future	 T4 We will work with infrastructure owners and operators to ensure that proposals brought forward for the development of the transport system reduce reliance on the private car by considering the needs of users on the basis of the following hierarchy: i) Active Travel Modes (pedestrians and cyclists) ii) Public transport modes (bus, scheduled coach and rail) iii) Low emission/ zero carbon private vehicles, including two wheeler vehicles iv) Other Motorised modes All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users 	++	+	++	+	+	+	+	+	-/+	++	+	-/+	++
Mobility	T5 In identifying future investment requirements we will prioritise proposals on the basis of value for money, their contribution towards achieving net-zero carbon targets, and their contribution to wider sustainability and environmental net gain outcomes	+	++	+	?	+	++	-/+	-/+	-/+	+	++	-/+	+
	T6 We will continue to work with partners, universities, operators and the private sector to leverage our regional 'living laboratories' to trial innovative solutions and apply new business models at scale	?	+	?	?	?	?	?	?	?	?	+	-/+	?
The East West Main Line	T7 We support the delivery of the East West Rail project (including its Eastern Section), with the expectation that Phase 2 of the Western Section is open from Oxford – Bedford by 2024, Aylesbury – Milton Keynes by 2025 and the Central Section by 2030	+	++	+	+	-	-		-		++	+		-/+
ast We Line	T8 We will work with Network Rail and the East West Railway Company to prioritise delivery of East West Rail as a digitally connected corridor	+	++	+	?	?	?	?	?	?	0	-/+	?	?
The E	T9 We will work with the EWRCo, and Network Rail and neighbouring STBs to identify opportunities to realise the longer-term potential of the East West Main Line in support of the economic activity and planned housing growth	+	++	+	0	0	0	0	0	0	?	-/+	?	?

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						S	ustaina	bility O	bjectiv	es				
Policy Theme	Draft TS Policies	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
	 T10 We will work with partners, the East West Railway Company and Network Rail to ensure that where the East West Rail corridor intersects existing main lines the opportunity is take to establish regionally significant transport hubs: priority will be given to developing proposals in the following locations: Oxford Stations Bicester Stations Aylesbury Station Bletchley/Milton Keynes Bedford Midland Station East West Rail/East Coast Main Line Cambridge/Cambridge South Stations 	+	++	+	?	-	-	-	-	-	++	+	+	-/+
	T11 We will work with partners to prioritise investment in improved local connectivity connecting East West Rail stations with their local communities	+	++	0	+	-	-	-	-	-	++	-/+	-	-/+
Other East West Arcs	 T12 We will prioritise improvements to east west rail connectivity to support economic activity and in support of planned housing growth, including: A northern arc connecting north Oxfordshire, Northamptonshire and Peterborough A southern arc connecting central Buckinghamshire, southern Hertfordshire and Cambridgeshire 	+	++	+	+			-/+	-	-/+	+	-/+		?
Othe	T13 We will work with Western Gateway and Network Rail to develop proposals that strengthen connectivity between Swindon/Oxford and the South-West and South Wales in support of economic activity and planned growth	+	++	+	+	?	?	-/+	?	-/+	+	-/+	?	?
ctivity	T14 We will work with Government, Network Rail, Highways England and Oxfordshire County Council to develop a long-term solution to challenges on the Didcot – Oxford – Bicester/Banbury corridor	?	++	?	?	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
Conne	T15 We will work with Network Rail, Government and adjoining Sub-national Transport Bodies to maximise the allocation of released capacity on the classic network as a result of HS2 to benefit connectivity within the region.	+	++	+	+	?	?	?	?	-/+	++	+	?	?
h South	T16 We will work with Government, Network Rail, adjoining STBs and partners to develop a solution that improves connectivity on the Luton – Bedford – Wellingborough/Kettering – East Midlands corridor	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
Improving North	T17 We will work with Cambridge and Peterborough Combined Authority, Cambridgeshire County Council and Peterborough City Council alongside Network Rail and Government to support the priorities identified in the Cambridge Corridor Study	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
Impro	T18 We will work with partners, including Government and Highways England to develop a long-term solution to the challenges of the A1 (East of England) corridor.	+	++	+	+	?	?	-/+	?	-/+	-/+	-	-/+	?
Transformin g Intra and Inter	T19 We will prioritise investment in the development of public transport-based solutions when improving intra-regional connectivity between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change	+	++	+	+	-	-	-/+	-/+	-/+	++	+	-/+	?
Transf g Intre Int	T20 To realise our decarbonisation commitments, while supporting economic growth, we will expect infrastructure investment is designed as digitally enabled corridors	+	++	+	?	?	?	?	?	?	+	-	-/+	?

						S	ustaina	bility O	bjectiv	es				
Policy Theme	Draft TS Policies	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
	 T21 We will support investment in the Strategic Road Network and Major Road Network where this meets one or more of the following criteria and is consistent with wider environmental objectives: a) Protects and enhances the existing infrastructure asset b) Delivers a solution to an identified problem on the existing infrastructure asset c) Enables access to new economic opportunities and/or additional housing growth 	+	++	+	+	-/+	-/+	-/+	-/+	-/+			+	-
	T22 We will, working with Network Rail, Highways England and public transport operators, identify the level of service required between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change to achieve improved intra-regional connectivity: the levels of service will be reviewed on a bi-annual basis	+	++	+	+	-	-	-/+	-/+	?	++	-/+	-/+	-/+
entated ient	T23 We will work with local planning authorities and local enterprise partnerships to use the opportunities created by investment in strategic transport infrastructure and services to shape the location of future economic and housing growth proposals. We will work with partners to ensure integration of travel modes and local connectivity are integral components of any such proposals	+	++	++	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
Transport Orientated Development	 T24 We will support the development and delivery of high quality, segregated mass transit systems where there is the potential market for its long term sustainability: priority will be given to supporting the delivery of such systems in the following locations: Cambridge (the CAM) Milton Keynes The A414 corridor in Hertfordshire 	+	++	+	++			-	-	-/+	+	+	-	-/+
Improving Local Connectivit	T25 We will work with partners to establish 'mobility hubs' in areas of significance as locations where interchange between travel modes is actively enabled.	+	++	++	?	-/+	-/+	-/+	-/+	-/+	+	-/+	-/+	-/+
Impre Lo Conne	T26 We will work with public transport operators and the Government to develop industry-led solutions that enable frictionless travel using a combination of travel modes	+	++	+	+	-/+	-/+	?	?	?	+	+	-/+	+
Rural Connectivity	T27 We will work with partners to develop tailored solutions for our smaller market towns and rural areas that improve local connectivity, including exploring options for centres of mobility.	++	++	++	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
Connecting to Global Markets	 T28 We will work with infrastructure owners/operators, Network Rail, Highways England and the Government to improve public transport connectivity to international airports in order to reduce the environmental footprint of their operations, with priority given to: Luton Airport – with a focus on improving travel opportunities via services on the Midland Mainline, and ensuring the right level of service and capacity on the Direct Air Rapid Transit service (DART) Heathrow Airport – with a focus on improved interchange and connectivity via the Old Oak Common transport hub, and through delivery of Western Rail Access to Heathrow 	+	++	-/+	+			-	-	-/+			-/+	
Connecting t	 T29 We will work with relevant Sub-national Transport Bodies, as well as Network Rail and Highways England, to prioritise the development of proposals that enable improved connectivity along the key inter-regional corridors: priority will be given to identifying solutions to future needs on the following corridors: Swindon/Southampton – Reading – Didcot/Oxford – West Midlands London – Luton – Bedford – East Midlands 	+	++	+	?	-/+	-/+	-/+	-/+	-/+	-/+	-	-/+	-

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						S	ustaina	bility O	bjectiv	es				
Policy Theme	Draft TS Policies	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
Realising the Potential for Rail Freight	 T30 We will work with Network Rail and all relevant Sub-national Transport Bodies to develop proposals that increase freight on the rail network with priority given to the following corridors: Felixstowe to Nuneaton East West Railway Southampton to West Midlands 	?	++	-/+	++	-/+	-/+	-/+	-/+	-	++	+	-/+	-
Realising th Rail	 T31 We will work with Network Rail and all relevant Sub-national Transport Bodies to maximise the conveyance of construction materials by rail with priority given to the following corridors: Midland Main Line – providing access into the region from aggregate sources in the Midlands Great Western Main Line – providing access into the region from aggregate sources in western England and Wales 	?	++	-/+	++	-/+	-/+	-/+	-/+	-	++	+	-/+	-
Strategic Rail Freight Interchanges	T32 We will support the development of Strategic Rail Freight Interchanges where they support the ambition of this strategy	?	++	-/+	+			-/+	-/+	-	++	+	-	-
Road Freight	 T33 We will work with Highways England, local highway authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors: The M25/M1 The A34 and M40 north of Oxford The A14 The A508 into Northampton 	+	+	?	+			-	?	?	-/+		?	-
b	T34 We will work with Highways England, local highway authorities and the freight sector to use improved planning and the application of innovative solutions to reduce the impact of freight on the environment, in terms of carbon emissions and its impacts on communities living in and around freight corridors.	+	+	+	+	+	+	+	+	?	++	++	-/+	+
Supportir	T35 We will work with Highways England, local highway authorities and the freight sector to address the need for secure overnight lorry parking	0	+	0	++	?	?	-	-	-	-	-	-/+	-
	T36 We will work with local transport authorities and the freight and logistic sector to ensure the local servicing and support needs of the business community are met	+	++	+	+	0	0	0	0	0	0	0	0	0

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POLICY ASSESSMENT SUMMARIES 3

3.1.1. The tables presented below show the summaries of each of policy assessments, arranged by policy themes.

Table 3-1 – Decarbonising of our Transport System

Policy Theme: Decarbonising of our Transport System	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T1 SA Score:	+	++	+	-	-	-			?	++	++	-	-/+
T2 SA Score:	?	++	?	?	?	?	?	?	?	?	++	?	?
T3 SA Score:	?	?	+	+	+	+	+	+	0	++	+	0	+
T1 We will support and plan for the decarbonisation of the rail network: with priority given to securing: • Completion of the Midland Mainline electrification • Delivery of East West Rail as an electrified route • Infill electrification schemes that enable electric haulage of rail freight services, in particular those to/from the international gateway port of Felixstowe and to/from national and regional distribution centres •Delivery of a long term solution for the electrification of the Chiltern Main Line between Birmingham and London Marylebone	population gro decarbonisation households as make electric income/ carles Economy: The world's leading in the region. Supply chains development distinctive to the accessing job and introduce objective, but Health: Addres which people those who may outcomes will as design mean There are also 2019, specifies braking for has	bowth across the on will help to p s they may not vehicles more ss households; he delivery of a g economic ben c. The policies of of a new route the surrounding s and services e schemes such as outlined abor live and work, ay not be able t proportionate asures that acco o additional saf es that from 202 azards, which c	e region. The de prepare for and be able to affo affordable and thowever, it co decarbonised gions, with much befits of decarbo could also help brings the pote gareas and the more difficult, of the as cycle to wo ove, it is depen nisation will de improving healt o access on for and support all commodate use fety concerns for 21 all new types	ecarbonisation protect society rd electric vehic accessible. Po- uld provide opp road and rail ne h of its success onising both the to increase furt ntial for positive wider region. T especially for the rk to help contri dent upon how liver a range of th and wellbein of or car at press vulnerable grou ers of larger size or those with vis s of four-wheel afety for the mo-	of the road flee from changes cles and/or the blicy T3 is unlik portunities to rice etwork will help s being founde e road and rail her employme e development This in turn cou- tose in rural are ribute to the rea- this is implement co-benefits ind g and outcome sent. However, ups within the re- sual impairment electric vehicle ost vulnerable r	es could help to et (Policy T2) is a in the future suc ir maintenance. ely to address w de share that is s to support a shi d on science and network could be network could be anetwork could be anetwork could be anetwork could be to support a shi d on science and twithin the reg a new transport region, which will elchairs or mobil ts and the introo a users. Ther	unlikely to addr ch as climate c Some househo vider place-bas specially config ift towards a me d technology in e sought throug ion, the longev d present oppo al on the touris re reliant upon occupancy jou d public health rations. Policy e network may a l depend upon ility scooters ar duction of an el with devices, w	ess wider place hange. Policy T olds may, howe eed concerns for jured to service ore efficient, low inovation, it is li gh investment in ity of which cou rtunities to gene m and the econ their cars. How irneys. This cou and reduced ain T1 offers greate also be more ex- the schemes the of providing aud ectric fleet. The hich sounds like	e-based concer 2 is also unlike ver, be able elig r poor journey t rural communi v carbon and su kely that these n innovative teo ld be made mo erate activity an omy. The redu ever, it could p ild support the and noise poll er connectivity, spensive, which nemselves to en dio visual requi se are likely to e a traditional e	ns for poor jour ly to benefit the gible for a plug- ime reliability in ties. ustainable econ policies will he chnology develor re secure by a nd vitality and h ction in single rovide opportun delivery of a lo ution. All three which may may a could create a nsure this object rements of thos be quieter and ngine. Advance	ney time reliabi ose from low inc -in grant from the n rural areas, ar homy. Given tha lp to support co opment, and de transport netwo relp define the c occupancy journ nities for employ w carbon econo polices could he ke facilities eas a financial barrie ctive is met. Thi se with sight los harder hear; ho	at the region is a not unlikely to be at the region is a notinued economic velopment of su ork that is future haracter of devi- neys (Policy T3) yers to encoura omy as per the su elp to improve to ier to access, p er. It is not clear s could include so r hearing im- powever, a Europology may inclu	as. However, rless which could enefit low one of the nic success ustainable e ready. The relopment) could make ge lift sharing sustainability the places in particularly for r if these things such pairments. pean ruling in ude automatic

ASSESSMENT OF POLICIES Project No.: 70068182 England's Economic Heartland

Policy Theme: Decarbonising of our Transport System	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T1 SA Score:	+	++	+	-	-	-			?	++	++	-	-/+
T2 SA Score:	?	++	?	?	?	?	?	?	?	?	++	?	?
T3 SA Score:	?	?	+	+	+	+	+	+	0	++	+	0	+
T2 We will support and plan for the decarbonisation of the road fleet, working with the private sector, the energy sector, local authorities and Highways England to ensure the infrastructure required to support an electric fleet (including buses and freight) is available	specifies that facilities (e.g. (Policy T1); w journeys (Poli reduce levels Biodiversity: However, the land take. The biodiversity th biodiversity, th Natural Capit the biodiversit loss of habitat potential to ne gain, which ha these policies	from 2021 all n trailing cables), hilst there is no cy T3) is likely of congestion a Although the p proposals as p e size and scale rough land take nrough decreas tal and Ecosys ty in the region. is etc) through egatively affect as potential to c	ew types of four which can put danger to peo- to have positive and accidents a olicies do not s art of Policy T1 e of the of the ir e and the disrup e traffic noise a stem Services: However, the land take. The natural capital a contribute positi e positive effect	r-wheel electric pedestrians, p ple using the ra- e effects on cor and near misses support the sust could result in frastructure ne otion and distur and levels of air call levels of air e size and scale and ecosystem vely to the regi is on natural cal	c vehicle must articularly peop alway correctly nmunity safety. s (involving car tainability object the disturbance eded to suppo bance of habita pollution. policies do not art of Policy T1 e of the of the in services, how on's natural ca pital and ecosy	be fitted with de ole with disabiliti , there may be a . There is poten s, and non-mote ctive directly, de e and loss of bie rt an electric fle ats. The reduction support the sus could result in the frastructure ne ever these may pital and subset (stem services.	evices, which so ies or pushchai a risk for nearby tial that the poli orised users). Acreases in CO2 odiversity as part et (including but on in single occ stainability object the disturbance eded to suppor be at a smaller quent ecosyste	emissions from art of their const cupancy journey ctive directly, de and loss of bio t an electric flee scale. It should m services. If o	ditional engine. e are additiona g. farmers and in a reduction i n decarbonisat truction and op) (Policy T2) is ys (Policy T2) is ys (Policy T3) c ecreases in CC odiversity as pa et (including bu d however be n ther projects co	There are potential safety concerning forward	ch; however, a E ential issues with rns with the elec roposed reductio of cars on the ro ctly benefit the b oise pollution, los has the potential e impact of distu om decarbonisat truction and ope t) is unknown, bu : West Rail has c also commit to t ild lessen the imp	n obstructive ch trification of the on in single occ ad, which is like iodiversity in th ss of habitats e to negatively a rbance on the n tion may indirect tration (e.g. nois ut again Policy committed to bio his there is pote	arging e railways upancy ely to help e region. tc) through iffect region's ctly benefit se pollution, T2 has poliversity net ential for

Policy Theme: Decarbonising of our Transport System	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T1 SA Score:	+	++	+	-	-	-			?	++	++	-	-/+
T2 SA Score:	?	++	?	?	?	?	?	?	?	?	++	?	?
T3 SA Score:	?	?	+	+	+	+	+	+	0	++	+	0	+
T3 In identifying future investment requirements we will prioritise those which contribute to a reduction in single occupancy journeys of 20% (of total traffic flow) by 2040 (compared with 2020)	T1), in particul wires. New tra The size and and landscap unique landso contribute to o Historic Envi introduction o the of the infra design and la opportunity to emitted into the degradation of sense of place Water Enviro could result in this impact. The become more Air Quality: A This is likely the could reduce and brake dus Climate Char the potential fithis. Construct emissions thru are situated in changes). Clin rail network m conditions, it if decarbonisati stringency of	lar through the ansport infrastru- scale of the of the e through land cape and towns overall sense of ironment: Here f overhead elec- astructure need rge land take ca- protect and en- the atmosphere of some of the re- e and the unique onment: The ele- nicreased land he electrification e resilient to cline All three policies o have benefici- current levels of st. nge and Green or this decarbo to will result in ough the electri in vulnerable are mate change gen as likely that the on of electricity the requiremen	introduction of acture projects the infrastructu take. Both poli- cape. The redu- place. itage assets an extrical wires. Ho led to support a build result in no hance distincti- on materials is egion's unique te setting of here ectrification of the datake and the in n of existing ro hate change, the s could result in al effects on hu of transport emi house gases: nisation to enco n an increase i fication of the resenerally negativ- new issues in re will be more purchase or in ts being consid	overhead infra often require co re needed to su cies T1 and T2 action of single d their settings ovever, in the fu an electric fleet egative effects of ve heritage ass significant and historic assets. The East West F ntroduction of f utes may not be arough the redu a reduction in uman health, land ssions, however Support and pl ourage modal s n GHG emission colling stock. The ilience of the development in on- lered, there is u	structure. Howe omponents suc- ipport an electri- both have pote occupancy jour could be negati- uture, with adva (including buse on the region's ets. Air pollution often irreversite The reduction Rail scheme con- nard impermeat e as damaging ction to CO ₂ en road traffic volu- ndscape and to er, it may not re- hift towards rai ns through the ne vulnerability esign and mate operation of the ate change (e.g cts in the future site renewable incertainty in ex-	ever, in the future h as street fixtu- ic fleet (includin ential to increasineys will help to tively affected the ances in technol es and freight) is designated her in is a key factor ole. The reduction in noise pollution uld result in more ole surfaces, which umes through the winscape, the help duce the number decarbonisation I use as the car large quantities of the electrified rials used to with e rail network, for s to power the re- decart to which G	re, with advance res, lighting, fur g buses and fre e connectivity a p reduce both n mough the deve ogy, trains are a unknown, but itage assets, ho in the degrada on in single occ n from lower le difications and on inch could incre vironment, as d indirectly could he electrification istoric environne er of cars on the bon agenda cou of the rail network a hstand chronic or example, floo th electrified ov ed for and man rolling stock. D HG emissions	es in technolog miture, signage eight) (Policy T2 across the regio oise and air policy T2 oise and air policy T2 owever, if the d ation of surfaces upancy journey vels of traffic in discharges to w ase the levels of reduce the like nof freight, which nent, biodiversi e roads. There work through ele notiated with the nd road infrastri and acute effe oding, snowfall, verhead lines). aged properly. epending on th could be reduce	y, trains are mo a, and maintena 2) is unknown b on and could res illution, which in a electrification of un via battery w 2 has potential f esign takes into s of historical buy watercourses. The of flooding. Mitigould be to existing a some areas conv vatercourses. The of flooding. Mitigould be to existing build be to existing and natural converses. The of flooding. Mitigould be to existing build be to existing build be to existing are also addition ectrification (Pointer traction, he econstruction pro- ructure would did cts of climate converses of climate converses with future tree Further GHG end e proposed inverses ed, through Pol	bre likely to run ince equipmen but has the pote sult in more per a some areas of of rail network vithout the nee to negatively a b account the c uildings and m educe air pollut build result in in he developmen gation measure ng railway land creased risk of reduce transp capital. The sh onal concerns v licy T1) will like owever, there a rocess. Once c epend on whe hange (e.g. fut ures and wind. nds on climate missions reduce licy T3. Howev	f the electrification via battery with t, which can have ential to negative ople being accession could result in index (Policy T1), in p d for overhead with flect the historic character and set onuments and t ion, which could be could, howeve d. All three policies flooding, as per ort related emission of ely reduce GHG are several other operational, there ther the network ther the network the infrastructuo change predict ctions could be a g considered an er, as single occe 2040 will likely re-	nout the need for ve a major visu ely affect the to ess and explore creased tranque varticular throug wires. The size environment. If the impact of poor d help prevent f illity, contribute the both policies environment of poor d help prevent f illity, contribute the sustainabit sions, improvin lectric fleet as p particulates from emissions over er factors that m re will be a redu- to the weighting cupancy vehicle	br overhead al impact. bwnscape the region's illity and the ragion's illity and the and scale of insensitive y be ollutants urther to overall T1 and T2 ce to reduce he region lity objective. If and T2 ce to reduce he region lity objective. ag air quality. ber Policy T2, on tyre wear trall. There is hay influence uction in GHG g worked on ures electrify the natic gh the g or es are a

Policy Theme: Decarbonising of our Transport System	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T1 SA Score:	+	++	+	-	-	-			?	++	++	-	-/+
T2 SA Score:	?	++	?	?	?	?	?	?	?	?	++	?	?
T3 SA Score:	?	?	+	+	+	+	+	+	0	++	+	0	+
	likely be on expracticable, for as East West and generation negatively affir frequent road Noise and Vi will help contrinew types of electricity requercess, once	kisting railway or upgrade wor Rail, could res on of waste. Th ect Soil, Land I maintenance, bration: Policy ibute to reducing four-wheel elect uired to supply proposals cor	land. Any work ks to reuse exis- sult in the loss of e size and scal- Use, Resource which could he / T1 aims to de ng noise at sou ctric vehicle mu and charge an me forward. The	s in brownfield sting materials f land, includin e of the of the i and Waste if la lp reduce reson carbonise the r rce. The electri st be fitted with electric fleet co e reduction of s	sites could end and therefore p g 'Best and Mo nfrastructure n rger scale devo urce use and w ail network, wit fication of the p devices, which ould have asso ingle occupant	f existing railway counter contamin promote waste m ost Versatile' agri eeded to suppor elopments with la vaste, however, t th the replaceme road fleet (Policy h sounds like a th ciated noise imp cy journeys (as p pe, health, biodi	nated land/soil inimisation and cultural land. T t an electric fle arge land take his is unlikely t nt of traditional T2) will also h raditional engin bacts, however, per Policy T3) is	requiring remeand d sustainable us They're likely to et (including bu were to come front o be significant I diesel trains we elp to reduce no the to ensure sat at this stage, to s likely to have	diation or remo se of materials result in larger uses and freigh orward. Single and therefore with electric stor oise pollution, fety to vulneral his is not know positive effects	oval and dispos c. Conversely, o scale construct at) is unknown, l coccupancy jou , a neutral effect ck. As electrific however, Euro ble road users. vn for certain ar s on noise pollu	al but the oppor construction of r ction, comprising but again Policy irneys could help ct has been iden cation progresse pean ruling in 20 There is potention of could be assess ition, through reason	tunity may existence we electrified related in the sector of natural T2 has potentied to reduce the tified. Is across the Electron of the sector of the sect	t, where outes such resources al to need for EH region, it from 2021 all ase in he EIA se. As stated

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Table 3-2 – Mobility for the Future

Policy Theme: Mobility for the Future	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T4 SA Score:	++	+	++	+	+	+	+	+	-/+	++	+	-/+	++
T5 SA Score:	+	++	+	?	+	++	-/+	-/+	-/+	+	++	-/+	+
T6 SA Score:	?	+	?	?	?	?	?	?	?	?	+	-/+	?
T4 We will work with infrastructure owners and operators to ensure that proposals brought forward for the development of the transport system reduce reliance on the private car by considering the needs of users on the basis of the following hierarchy: i) Active Travel Modes (pedestrians and cyclists) ii) Public transport modes (bus, scheduled coach and rail) iii) Low emission/ zero carbon private vehicles, including two wheeler vehicles iv) Other Motorised modes All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users	groups inclus rural areas ac areas of depr result in mode forward and r potentially en groups withou potential bend Economy: Th positive contr those in more more efficient term econom current econom current econom current econom technological Heartland is of economic suc Health: The p help support a beneficial ir onward to urb achieve net- impact to the outcomes, thi contributing to reduce conge	ively only if the ccess the public ivation, access es that will be n research undert couraging more ut access to a s efits be more sp he prioritisation ibutions to the e rural areas acc transport syste ic prosperity by omic landscape advancements one of the world ccess in the reg prioritisation of more active life mpact to health. ban centres will zero carbon tar- health in terms is could see the o mental health estion and the d	infrastructure is c transport network free transports more accessible taken, the transport e people to use smart device, wh pecific about the of non-motorise economy throug cess the public ers such as rai / facilitating the a, the economic s to the transport d's leading economic s to the transport d's leading economic s to the transport d's leading economic . People are mon reduce severar regets (which man s of better air qui e incorporation r n and wellbeing development of	s there for them work, enabling the modes e.g. new for all population port network con- the public trans- ho may not ben ose with sensor and modes within gh increase vision transport network ill, will help shift building of a stra centres served rt network will in nomic regions, w vehicles, electrin for caveats. The ore likely to cho- nce, improve and y include more uality, reduced m natural features benefits. Innow	to run on, to a nem to access w footpaths an on groups, red build be made e sport network. nefit so greatly ry impairments in Policy T4, co itor numbers, to ork, enabling th t towards a mo rong economy, and the scale mprove the cor with much of its ic vehicles and prioritisation of cose active transpose emission a such as tree p vative solutions id bikes, which	a good standard jobs and service ad cycleways. Per lucing financial b easier for people However, it is n from this policy. (visual or audic build result in a g ourism and the p nem to access jo or efficient, low by providing re e of the intervent nectivity and eff s success being I mobility scoote of non-motorised vel for journeys obs, services, he port systems suc s and encourag planting, hedger s (through Policy will help to imp	I, and a wider r es. The prioritis olicy T5 aims to parriers. Throug to understand ot clear how th Any research b), neurotypical greater number potential develor obs and service carbon and su- liable and affor- tion proposed. ficiency, allowing founded on so ers above public d modes may a if there are suit ealthcare and a ch as rail and n ing healthier life rows, which cou y T6) could be i rove air quality	network than pro- sation of non-mo- o priorities prop- gh investment in l (e.g. up to data is policy will be undertaken will (dyslexia dyspa- of cycleways a opment of supp es. Supporting istainable econor rdable transport Not only will 'liv ng better travel cience and tech c transport and also reduce air of table networks amenities and w new cycleways a estyles. Policy uld result in enh implemented to . In addition, te	esently. Improv otorised modes osals on the ba n 'living laborate e reliable traffic nefit those elde have to be acc raxia, autism et nd footpaths. F orting business proposals which ony. New trans t choice to supp ing laboratories between main nology innovati private vehicles quality emission to travel on. Pr vill open up acc and walkways), T5 aims to cont improve the ef echnological adv	red connectivity s may also help asis of value for ories' (Policy T and train time erly members of cessible to all g ic), mobility/stal Provision of cycle is e.g. cycle h chachieve net- sport is likely to port growth. The s' provide resea employment an ion, it's likely th s is likely to imp ns (such as NO rovision of cycle cess to the cour may result in r tribute to wider tions to nature. ficiency of cars vancements in	vehicles is likely y (Policy T4) ma p low income fai r money, which 6), depending c information through of the population groups to enable ability issues (Pa cling and walkin hire. Improved c carbon tai o contribute to an e extent of grow arch jobs for per and economic hu hat this policy will prove access for 02, NOx, PM10) le/footpaths betw intryside. Suppor reduced emission s ustainability a . This could results in traffic data, infor- tories', and the t	ay also help those milies and those could mean that on the technolog ough smart pho and/or those lose everyone to ex- arkinson's, MNE ing routes can he connectivity mar- rgets (which mar- gets	se in more e living in at they will be gy brought one apps), ower income xperience the D, Hodgkin's). elp to make by also help ay include der and long- endent on the region, the ort continued clusively and also result in ements and which eneficial tal net gain tress levels, t measures to users of

Policy Theme: Mobility for the Future	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T4 SA Score:	++	+	++	+	+	+	+	+	-/+	++	+	-/+	++
T5 SA Score:	+	++	+	?	+	++	-/+	-/+	-/+	+	++	-/+	+
T6 SA Score:	?	+	?	?	?	?	?	?	?	?	+	-/+	?
T5 In identifying future investment requirements we will prioritise proposals on the basis of value for money, their contribution towards achieving net-zero carbon targets, and their contribution to wider sustainability and environmental net gain outcomes	and/or those innovative sol Community designed, the travel option f criminal activi future investm zero, may see heard as they There are add and anglers. Biodiversity non-motorise T5 aims to pri This could se support devel Natural Capi NO2/NOx) fro green spaces footpaths also targets, and t compensated	Safety: The pri provision of of for all users, wh ty. Where cycli nent into increase the increase i approach, as ditional safety of e Policy T4 does d modes of trav- ioritise proposa e the impact of lopments that co tal and Ecosys om the prioritiza and protection o present oppor heir contribution for and could p	roups without a oritisation that F f-road routes fo nich could ensur sts and pedestr se public safety n electrified tran well as potentia concerns with th s not support th rel, may indirect ls on the basis future develop ontribute to bio stem Services: tion of non-mot of habitats link tunities to enha n to wider susta	Policy T4 gives r cyclists and p re that providing ians have to sh v (through the in nsport modes s l issues with ot e electrification e sustainability tly benefit the b of their contribu- ment on biodive diversity either : Policy T4 doe orised modes of ing population ance habitats an inability and er nities to provid	devices, may to pedestrians edestrians will g a safe transp nare the road w ntroduction of k such as trains a postructive charge n of the railway of the railway r objective direct iodiversity in the ution towards a ersity compense directly (incorposed of travel, may in centres which nd ecological movironmental ne- e biodiversity r	cess to and kno not benefit so g s, cyclists, whee reduce the num port network is g with traffic, traffic better accident r and cars. There ging facilities (e. s; whilst there is ctly but decreas he region. Cycle achieving net-ze sated for and cor- boration of plant he sustainability ndirectly benefit may otherwise I hetworks. Policy et gain outcome net gain, increas on of green space	reatly from this lchair and mob nber of collision iven greater co should be slow reporting, smar are concerns the g. trailing cable is no danger to p es air quality en- ero carbon targe uld present opp ing and habitat objective direct that and capital be lost of sever T5 aims to prices. This could s sing the region	policy. Digital of ility scooter use is involving the posideration. Pe- wed down, and t motorways etc hat that electric es), which can p people using the missions (such otpaths also pre- ets, and their co portunities to pre- creation) or inco creation) or inco ctly but decreas I in the region. No red through a la poritise proposals use the impact of s natural capita	divides could in ers, is likely to h m. The policy a destrian and c calming mease c), however, it i vehicles are to put pedestrians e railway corre as the depositi esent opportuni ontribution to w ovide biodivers lirectly (electric res air quality e Natural capital of ck of maintena s on the basis of f future develo I stock. Trialling	hibit the wides have positive ef- also states that ycle routes sho ures introduced s not clear whe bo quiet, putting s, particularly po- tities to enhance ider sustainabil sity net gain. Tr bikes and cars emissions (such enhancements ance or through of their contribu- pment on natur g of innovative	pread implement ffects for comm they will provide ould be well lit to be a risk for new from NO2/NOx) habitats and environ ailing of innovation s reducing air a mas the deposition other development and capital and environ and a sthe deposition for an and the deposition for an another development and a sthe deposition for a solution statement for a solution statement and a solution statement for a solution statement a solution statement for a solution	unity safety. If e inclusive and o help reduce fe T5 and T6 coul e a priority. Ach t risk, as they c oilities or pusho earby land user) from the priori ecological netwo mental net gain tive solutions c nd noise polluti ion of nitrogen rough the conn nent. Cycle rou chieving net-ze ecosystem serv help to suppor	t and reliable carefully accessible ear and deter d result in ieving net- annot be hairs, at risk. s e.g. farmers tization of orks. Policy noutcomes. build help to ion). from iection of ites and ro carbon ices t

Policy Theme: Mobility for the Future	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T4 SA Score:	++	+	++	+	+	+	+	+	-/+	++	+	-/+	++
T5 SA Score:	+	++	+	?	+	++	-/+	-/+	-/+	+	++	-/+	+
T6 SA Score:	?	+	?	?	?	?	?	?	?	?	+	-/+	?
T6 We will continue to work with partners, universities, operators and the private sector to leverage our regional 'living laboratories' to trial innovative solutions and apply new business models at scale	unlikely to have the sense of p Increased acc particular atter as street fixtur result on Polici and contribute landscape an masts to supp could be easil Historic Envir have a negative through the re- materials is si unique histori of heritage as negative impa- historic landso undesignated unique histori needed to sup- large infrastrut Water Enviro cycle routes a which would op potential prop However, the and protect as needed to sup- the ability to re- Air Quality: T from the trans- support wider which include	ve a negative e place and appe cess to towns a intion to the phy res, lighting, fu cy T5, however e to wider susta d townscape is port digital infra ly incorporated ironment: Policy effect on de d walkways and egion's towns. ignificant and o c assets. The r isets. It is not acts on the hist capes and a po- assets. Howe c landscape. T oport them. Lar icture and could onment: Policy and off-road cyo curtail their acc iosals that coul policy aims to gainst flooding. oport them. Lar educe flooding fhe prioritisatio sport network. T s ustainability of cycleways and	iffect on the lan arance of an a and villages acr ysical, cultural, miture, signage , if large land ta anability outcom uncertain and structure) may within the exis cy T4 could res signated herita d cycleways co Air pollution is ften irreversible eduction in noi clear on the policy he impact of Pol ger scale infras d be easily inco T4 could resul cle paths) are u essibility for mod achieve net-ze The impact of ger scale infras d come forward achieve net-ze The impact of ger scale infras water run-off, n of non-motor This is likely to butcomes (Polic d walkways cou	adscape, provid rea and could p oss the region of and social iden e, and maintena ake is required mes, which cou- would highly de be obstructive ting landscape sult in the addition ge sites or their uld present opp a key factor in the e. The preferen se pollution from tential proposa . New facilities of on the setting of aims to achieve olicy T6 on the fill structure (e.g. no prorated within the addition inlikely to signific ost users. There d as a result on ro and contribu Policy T6 on the structure (e.g. no protect a signific ost users. There d as a result on ro and contribu Policy T6 on the structure (e.g. no protect a signific ost users. There d as a result on ro and contribu Policy T6 on the structure (e.g. no whilst smaller s ised modes and have additional cy T5) will also uld also contribu	ed the new rou present opportu- may also have atities that defin ance equipment there is potenti- ld mean that de epend upon the and deter from and townscape on of new cycler r settings, provi- bortunities to en- the degradation ce of non-moto m lower levels of ls that could co- may erode the f other historic e net-zero and of hasts to suppor the existing hi of new cyclew icantly affect we e could be the of Policy T5, how te to wider sust e water environ nasts to suppor cale solutions (d the potential a beneficial effe- result in a more ate to reduced e	te is chosen ca nities to enhand beneficial effec le a place, whils t, which can als al for this to res evelopment will e types develop the landscape e. eways and footp ided the new ro hance the qual n of surfaces of orised transport of traffic in some me forward as townscape chai assets such as contribute to wit townscape is u t digital infrastr storic environm ays and footpat ater resources opportunity to in vever, if large la tainability outco ment is uncert t digital infrastr (e.g. e-bikes) m additions of new cts on health ar e efficient transp	refully and desi ce the quality of ts on place makes o have a major oult in negative is be more sensit ments brought is and townscape baths, through the ute is chosen of ity of visual am historical buildi will help to reduce a result on Polio racter and the sis scheduled more der sustainability ncertain and would fucture) may erece ent. ths, through the or contribute to iclude adaptation and take is require an and would fucture) may res- ay not require for a walkways and boot network, wa a more towards	gn appropriatel f visual amenity king, through the ongoing evolut visual impact. impacts on the itive to the regio forward and the , whilst smaller he prioritization arefully and de enity of heritag ngs and monur uce air pollution esult in increase cy T5, however setting of built h numents, listed ty outcomes, w ould highly dep ode the historic e prioritisation o flooding. They on measures in ired there is pol uld mean that d highly depend u sult in the replace arge infrastruct I cycleways wo odiversity natur hich may also I more sustainal	y to its setting. of townscapes e shaping the p tion. New trans It is not clear o landscape and n's unique land e infrastructure scale solutions of non-motoris isign appropriate e assets by manents and the i a, which could h ed tranquillity, of r, if large land ta enitage and the buildings, histo hich could meater end upon the ty environment, w f non-motorised could, howeve design relation tential for this to evelop the types of comment of gree ure and could l uld help encourt and to a reduct ble travel. Police	Well-designer s by managing public realm in port infrastruct in the potential townscape. H dscape and town needed to sup s (e.g. e-bikes) sed modes. Not tely to its settin inaging public impact of pollut contribute to ovate is required are may be a part oric parks and g an that develop ypes developm whilst smaller s d modes. Walk r, be vulnerable to flood risk a o result in negate uld incorporates an spaces with s ess detrimenta rage a modal s ecosystem services by T5 also aims	les. New walkw d walkways and public access to order to maxim proposals that owever, the poly inscapes. The in port them. Larg may not require ew walkways ar g any land take access to or fro cants emitted information werall sense of p there is potentia articular impact gardens, conser- ment will be mo- to cale solutions (ways and cycle e to flooding an ind choice of ma- ative impacts or brought forward sealed surfaces al on the water e- shift, leading to re- sto prioritise sci- mple, traffic mar-	I cycleways car hrough the regi ise shared value en require comp could come for icy aims to ach mpact of Policy er scale infrast e large infrastrue and cycleways and can impact he mathe historic fe on the atmosphe on of some of the place and the un al for this to reso on buried arch vation areas and re sensitive to rward and the in- e.g. e-bikes) mathematication the water envi- ted the infras- reduces which environment.	r pollution environment acould limit r pollution emes that by paying ponents such ward as a ieve net-zero r T6 on the ructure (e.g. acture and re unlikely to ritage assets. eatures and ere on the region's inique setting sult in aeology, ad the region's infrastructure ay not require

Policy Theme: Mobility for the Future	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T4 SA Score:	++	+	++	+	+	+	+	+	-/+	++	+	-/+	++
T5 SA Score:	+	++	+	?	+	++	-/+	-/+	-/+	+	++	-/+	+
T6 SA Score:	therefore imp sharing due t will have the Climate Cha existing infras from the cons new infrastru and potential vulnerable ar precipitation conditions, it emissions is towards net-z to climate cha the financial y focus on one journey towa the short term quicker has the Soil, Land U There is also would result if and T6 and the opportunity m Noise and V pollution from support net-z management	rove local air q o social media potential to be nge and Green structure and the struction process cture and priori energy supply eas, the resilien and temperatur is likely that the dependent on the zero carbon targ ange may come value for money is that will help of rds decarbonisa h, it is likely that he potential to l se, Resource at the potential for n the use of ex- ne potential imp may exist, where ibration: The p o the transport r ero, which has i measures (suc	? art phone apps to uality, especiall technology can rolled out acros nhouse gases: ne development as. Upgrading o tising lower GH demands) development se. Upgrading o tising lower GH demands) developments is of the designers). The climate ever will be more he weighting giv gets and wider se e under the 'wid y. The GHG en decarbonisation ation, by reducin t when these te help improve tech and Waste: The or developments isting land take blications for soil e practicable, fo prioritisation of m network. This is the potential to ch as speed car ars, and therefo	y in the city cer also result in a s the region. The user hiera of any new infu r repurposing e G emission trans- eloped on the b in, the materials e generally neg significant effe- ven to the carb sustainability of er sustainability in line with the ng GHG emissi chnologies are chnologies and e preference to a coming forwar whilst protectir ils, land use an r upgrade work non-motorised r likely to have a provide co-ber neras, and small	archy prioritises rastructure, even existing infrastru- nsport modes w asis of the user s used and the ratively effects of rocts in the future on elements co- utcomes will like y outcomes. As fons are depen e EEH Decarbo ons. Whilst the applied at scal approach to de- wards non-mode rd to make besing greenfield la d waste. Any w is to reuse exist modes and the additional bene- nefits through re- art phone apps	? e is traffic on the e region. Addition t in air quality and a lower GHG em- en for lower GHG ucture will have vill likely result in r hierarchy would maintenance of the operation of e unless design ompared to othe ely help reduce s climate change dent on the nature nisation Stratege materials used e, they will have eal with resilient torised modes in t use of repurpor ind and high-quar vorks in brownfie ting materials a potential addition fits on health we educed noise por to alert road us	? e road so they of onally, developric cross the region atting modes of G emitting mode embodied carb n a decrease in Id depend on s f infrastructure the transport s ed for and man ers, such as fina GHG emission e poses a risk t ure of the scien gy. Enabling a f d will have embo e the overall eff ce to climate ch may result in less posing existing in ality agricultura eld sites could ind therefore pro- tons of new walk ellbeing, biodive ollution. Advance	? can avoid those ment of electric n. However, this f transports over des of transports on but may be n GHG emission everal factors. ¹ to ensure it car system. With fut haged properly. ancial value. Ho haged properly. ancial value. Ho haged properly. ancial value. Ho haged properly. ancial value. Ho haged properly. ancial value. Ho hages and technol fact of reducing hange. ss intensive dev hfrastructure, wi il land. It is not of encounter conta- romote waste m kways and cycle ersity, natural c cements in tech e is traffic on th	? e route) to reduce vehicles will re- s Policy current er others, which , will result in an significantly les ns. The vulnera This would inclu- n withstand chro- ture trends on of The level of ef- powever, by asse- ough not specific ovestment, cons- ogies being tria on for innovation missions and the GHG emission velopments, with hich could resu- clear what sort aminated land/s- ninimisation and eways would he- apital and ecos- nology have the re road so they	esult in a reductly doesn't outing will likely reduction in increase in G ss than new ind ability of a trans ude whether the onic and acute climate change fect that Policy essing and price is deration could alled for the sector in the transport the trialling procession on in the transport the trialling procession in the transport of proposals me soil requiring red d sustainable up espistem service the potential to i can avoid those	tion of emission ine the research ace GHG emissions frastructure. Min sport system (in e existing/new effects of climate predicting more 75 will have or oritising proposa d in the policy, d be given to ctor but it is ass port sector has the ess will likely in novation in the ess and lower lee positive effects hay come forwa emediation or re- use of materials. a modal shift, lee s. Policy T5 aim mprove noise p se route) to redu	-/+ can reduce idli as, and an incre- n proposed, an ons. Maintena through carbor nimising the de icluding digital infrastructure is ate change (e.g e extreme clim n the reduction als that positive vulnerability an proposals whe umed that ther the potential to icrease GHG e transport sector vels of waste g s on soil and lai rd as a result of emoval and dis eading to reduce no to prioritise s ollution, for exa- uce congestion	ease in car id whether this ince of in emissions evelopment of infrastructure s in g. future hatic of GHG ely contribute in assessing re will be a help in the emissions in or to progress generation. ind use, as it of Policies T5 sposal but the ctions in noise schemes that ample, traffic on the



Table 3-3 – Delivering East West Rail

Policy Theme: Delivering East West Rail	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T7 SA Score:	+	++	+	+	-	-		-		++	+		-/+
T8 SA Score:	+	++	+	?	?	?	?	?	?	0	-/+	?	?
T9 SA Score:	+	++	+	0	0	0	0	0	0	?	-/+	?	?
T10 SA Score:	+	++	+	?	-	-	-	-	-	++	+	+	-/+
T11 SA Score:	+	++	0	+	-	-	-	-	-	++	-/+ tions living acro	-	-/+
T7 We support the delivery of the East West Rail project (including its Eastern Section), with the expectation that Phase 2 of the Western Section is open from Oxford – Bedford by 2024, Aylesbury – Milton Keynes by 2025 and the Central Section by 2030	individuals to may require a devices, may also be more depend upon wheelchairs of Economy: No affordable tra upgrades to s Greater conno Health: Impro	make a shift fr access to and k not benefit so expensive, wh the schemes t or mobility score ew railway line nsport choice to stations and im ectivity and cap	om private car snowledge of ho greatly from thi ich could create hemselves to e ters and provic s may contribut o support grow proved signallir pacity across the	use to public tr by to use smar is policy. Digita e a financial ba ensure this objecting audio visua te to and enhar th. Local and ing. Access to o he region may a tivity has the po	ansport. Having t phones and o I divides could arrier. It is not he ective is met. The al requirements nee wider and le regional econor employment ce also help to faci	g a digitally con ther devices. T inhibit the wide owever, clear if is could include of those with s ong term econo nic centres woo ntres could be litate increased a positive effect	inected transpon hose elderly m spread implem these policies e mitigation that sight loss or heat puic prosperity uld benefit from enhanced through tourism opport	by facilitating to increases in ra- ugh improveme tical and menta	also benefit us oopulation and/ ust and reliable onate and supp design measure nts. he building of a ail passenger n onts to rail servi buting further to I health of indiv	ers but may no for those lower digital transpo- bort all vulnera es that accom a strong, low ca bumbers and m ces as well, er the Region's o riduals through	transport has the ot have as many income groups ort networks. No ble groups with modate users o arbon economy hore reliable rail neouraging cont economy.	y benefits to sort without access ew transport ne in the region, th f larger sized e , by providing ru s services achi- inued economi- of congestion an	me users as it s to smart etwork may his will lectric eliable and eved though c growth.
T8 We will work with Network Rail and the East West Railway Company to prioritise delivery of East West Rail as a digitally connected corridor	shift from priv However, new through suppl benefits to so without access transport netw Community S West Rail will roads. Reduc corridor (Polic deployment o risks, through which could in the fear of crin Biodiversity . S gain (Policy T habitats inclu- which, if lost, proposed, it n	rate car use to w railway lines lying up to date me users as it so to a smart de work may also Safety: Given improve connect of a Digital Servential targeted attack incorporate enhibities to could incre Upgrades are Small scale loss 7, T10 and T1 ding potential to damaged or se may take sever	public transpor may increase in a travel informa may require ac evice, may not l be more expen that the highest ectivity across the bers are likely ovide opportuni- vice is currently ks on control sy anced safety mase. likely to occur s of habitat may 1). The scale (li o impact on de egregated woul al years before	t, which can compact of noise tion regarding to cess to and known benefit so great sive, which count the EEH Region to help reduce ities to transfor constrained by ystems and hat heasures. Those within rail land y occur, but up ength) and line signated and n d constitute a sinew planting a	ntribute to a re- and air quality delays and can owledge of how tly from this pol- uld create a fina- alities on the Eff n. This project overall levels of m how the railw y availability of o cking of data. T se stations in mo- , with limited ec grade proposal ear nature of ne on-designated significant and p and species use	duction in carbo which can have cellation (Policy to use smart p icy. Digital divid incial barrier. EH's roads occl could result in of congestion at vay is operated connectivity cha he establishme ore rural or isol ological value. s could be used w railways lines sites of ecologi permanent impa-	on emissions, r e a negative im y T8). Having a phones and oth des could inhib ur on rural road higher demand and subsequent and deliver a g annels and may ent of regionally ated areas or a Only small-sc d to enhance th s, likely to occu ical value. The act on natural co provided. It sho	esult in less roa pact on health a digitally conne- ner devices. The it the widesprea- ds, all policies c d for public tran- ly the number of greater reliabilit y not be suitabl y significant tran- areas of high cr ale land take is ne biodiversity w ir through greer EEH region ha- capital and ecoso ould however b	ad traffic collision (Policy T7). A construction ose elderly mention ad implementation sport, with a known of accidents and y for railway part e within rural a hasport hubs (Politic ime (including to a reas and family substantial and systems. Althoute e noted that Earthoute and that and that that that that that that that tha	ons making the digitally connect network will al mbers of the p tion of robust a tive effects on lock-on reducti d near misses. assengers, help reas. A switch blicy T10) could Bedford, Oxfor quired for upgra nd potentially p mland has the reas of Ancient ugh mitigation ast West Rail h	ades which is up rovide opportur potential to deg and reliable digit community safe for of the numb The delivery of ping to improve to digital may d result in upgra d, Bletchley and ades which is up rovide opportur potential to deg t Woodland and and enhanceme as committed to vard as a result	n reduce stress s but may not h r those lower in al transport ne ety. The deliver er of cars on th f a digitally con- overall safety. pose additional ades to existing d Milton Keynes hlikely to affect nities achieve b grade, damage other irreplace ents are likely to biodiversity n	r quality. a levels have as many hoome groups tworks. New y of East e region's nected However, the security stations, s), crime and existing iodiversity net or fragment eable habitats o be et gain, which

Policy Theme: Delivering East West Rail	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T7 SA Score:	+	++	+	+	-	-		-		++	+		-/+
T8 SA Score:	+	++	+	?	?	?	?	?	?	0	-/+	?	?
T9 SA Score:	+	++	+	0	0	0	0	0	0	?	-/+	?	?
T10 SA Score:	+	++	+	?	-	-	-	-	-	++	+	+	-/+
T11 SA Score:	+	++	0	+	-	-	-	-	-	++	-/+	-	-/+
T9 We will work with the East West Railway Company and Network Rail to identify opportunities to realise the longer-term potential of the East West Rail corridor in support of the economic potential of the region	benefit biodiv Natural Capit in the loss of potential land uncertainties required. Polit increase the ecosystem se T9 focuses of could benefit Landscape a Landscapes a negative impa- lighting, furnit required in or potential to in-	versity such as ital and Ecosy vegetation and take that woul for natural cap icy T10 could h delivery of ecos ervices. If other on the longer-te natural capital and Townscape acts on landsca ture, signage, a rder to deliver a norease connect	climate change stem Services I soil carbon, fo d be required i ital and ecosys ave either nega system service projects comir erm potential of such as climate es. However, la ape setting, esp and maintenand a 'digitally commu- tivity across the est Rail corrido	e, natural capita : Policy T7 is li- or example - pa- n order to deliv- stem services. ative or positive s. East West R ng forward also the East West e change, biod ction of new rai andscapes and becially for AON ce equipment, we ected corridor' e region and co or, this has resu	al, air pollution ikely to have nerticularly if anci- ver a 'digitally of The impact of least effects - this of all has commit commit to this Rail corridor, t iversity net gain tranquillity are NB's and more which can also (Policy T8) wor puld result in multed in uncerta	egative impacts ient woodland is onnected corrid Policy T9 is und depends on the ted to biodivers there is potenti his has resulted n, air pollution e result in less ca under pressure rural parts of th have a major v uld entail (e.g. r ore people beir inty at this stag	on natural cap s affected which lor' would entail certain but could design of trans ity net gain, wh ial for these pol d in uncertainty etc. ars on the road, e from developr isual impact. It nobile phone m ng access and e	ital as new raik h store high am l (e.g. mobile pi d have negative sport hubs. If na ich has potenti licies to have a at this stage, h reducing noise nent throughou transport infras is not clear the nasts), therefore explore the reg	way sections an nounts of carbo hone masts), th e effects on nat atural capital is al to contribute more positive owever, there of e and air quality to the region, ar tructure project level infrastruct e, at this stage ion's unique lar	re likely to repla n. It is not clea herefore, at this sural capital if la enhanced at th positively to the effects on natu could be poten y impact, which and new linear fe to often require cture needed a the policy has ndscape and to	ace natural land r the level infra- s stage Policy T and-use change nese hubs, ther ne region's natu ral capital and o tial that this co n can have a be eatures such as components s nd the potential resulted in unco ownscape. Polic	d-use types. The structure neede 8 has resulted to natural hab there is a pote ral capital and ecosystem serv- uld focus on at neficial impact s railway lines of uch as street find land take that ertainty. All poli- cy T9 focuses of	is could result ed and the in vitats are ential to subsequent vices. Policy tributes that on can have xtures, would be licies have on the longer-
T10 We will work with partners, the East West Railway Company and Network Rail to ensure that where the East West Rail corridor intersects existing main lines the opportunity is take to establish regionally significant transport hubs: priority will be given to developing proposals in the following locations: • Oxford Stations • Bicester Stations • Aylesbury Station • Bletchley/Milton Keynes • Bedford Midland Station • East West Rail/East Coast Main Line • Cambridge/Cambridge South Stations	Historic Env to enhance the assets; new for potential import the level infra therefore, at for gain understa however, the Water Environ development (Policy T7, T entail (e.g. more the introduction	ironment: Upg the historic envir acilities may all act on the settin astructure need this stage the p anding of the re re could be pot onment: The E may negatively 10 and T11). It obile phone may on of hard impe	grading of static ronment particu- so erode the to- ng of other hist ed and the pot- bolicy has resul- gion's unique h ential that this EH region has y impact on the is not clear the asts), therefore ermeable surface	ons could provi ularly in the set overscape chara oric assets suc- ential land take ted in uncertain istoric environ could focus on a wide range of se receptors a level infrastruct, at this stage to ces, which cou	de an opportur ting of heritage acter and the s th as scheduled that would be that wou	tity to restore/co features throug etting of built he d monuments, li required in orde have potential to focuses on th could benefit th , Drinking Wate uch, the comple nd the potential esulted in uncer levels of floodi Id focus on attri	gh improved de eritage and ther isted buildings, er to deliver a 'd to increase com ne longer-term p ne historic envir er Protection Zo etion of the Eas I land take that rtainty. The dev ng Policy T9	esign and lands re may be a par- historic parks a digitally connec- unectivity across potential of the ronment such a nes and water t West Rail sch would be requi velopment of sc focuses on the	caping. Howev rticular impact of and gardens, co ted corridor' (P s the region wh East West Rail as climate chan courses (includ neme is likely to red in order to cheme in both p e longer-term po	er, there is also on, buried arcl onservation are olicy T8) would ich could resul corridor, this h ge and air poll ing Main River result in modified deliver a 'digita policies T7 and otential of the B	o likely to be a phaeology, histo eas and undesign d entail (e.g. mo t in more peopl has resulted in t ution etc. (rs) within the Effications and di ally connected of T8 could result East West Rail	negative impac ric landscapes gnated assets. obile phone ma e being access uncertainty at th EH region, there scharges to wa corridor' (Policy t in increased la corridor, this ha	t on heritage and a It is not clear sts), s, explore and his stage, efore, any tercourses. T2) would and take and his resulted in
						users' experier nus improving a							

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Policy Theme: Delivering East West Rail	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T7 SA Score:	+	++	+	+	-	-		-		++	+		-/+
T8 SA Score:	+	++	+	?	?	?	?	?	?	0	-/+	?	?
T9 SA Score:	+	++	+	0	0	0	0	0	0	?	-/+	?	?
T10 SA Score:	+	++	+	?	-	-	-	-	-	++	+	+	-/+
T11 SA Score:	+	++	0	+	-	-	-	-	-	++	-/+ r, there could b	-	-/+
T11 We will work with partners to prioritise investment in improved local connectivity connecting East West Rail stations with their local communities	Climate Char maintenance operational lif depend on wh of climate cha offices, housin construction a more extreme a digitally con However, inve Establishing r emissions from Soil, Land Us railway land. A works to reus including 'Bes preservation of needed, the p at this stage t could be pote Noise and Vi locations to in electric stock. charge an ele	nge and Green and operation ecycle by redu- nether the route ange (e.g. futur ng and retail fa and maintenan- e climatic condi nected corrido estment in digit egionally signif m the network se, Resource a Any works in b e existing mate of land. Policies obtential land ta he policy has r ntial that this c bration: Efficie crease noise la As electrificat	Thouse gases: of the project. If cing the GHG effects e is in vulnerable e precipitation a cilities). The deficience tions, it is likely r will likely increations, it is likely r will likely increation al infrastructure icant transport operation but a and Waste: It is rownfield sites reatile' agriculture is T7 and T11 a like and the level esulted in unce ould focus on a ent rail travel has evels, where ne ion progresses is could have as	The delivery of lowever, the in emissions from le areas, the re- and temperature evelopment and or. It is likely that that the opera- ease the GHG of the to support this hubs along the lso encourage s unlikely that up could encounter fore promote we ural land. Policy re likely to resu- el of resource the rtainty. Policy as the potential ew rail routes as across the EE asociated noise	of the East West opprovement of other transport silience of the loperation of the at the climate we tion of the project emissions through the climate we connectivity at a modal shift at upgrades to state of contaminated vaste minimisate of T10 could rest that would be re- ould benefit so to reduce nois re introduced, the H region, it will impacts. Police	the rail network t modes and en design, the mat one built environ will generally ha ect will be impa- ugh the associa and support the ill corridor will lill and potentially r ations would cau d land/soil requi ion and sustain sult in the use of le construction, equired in order on the longer-te il, land use, res e pollution thro this is particular	vill result in an in c, particularly if acouraging a me terials used and a region or area ment will likely ave negative eff cted more in the ated embodied lower emitting kely improve the educe the GHC use negative eff iring remediation able use of ma f existing infras comprising use to deliver a 'dia rm potential of ource and was ugh the reducti rly so during co es to reducing r n the longer-ter	ncrease in GHC it includes elec- odal shift towar d the maintenar a is likely to brir increase GHG ects on the ope e future unless carbon in const carbon travel n e connectivity a e missions from fects on best an n or removal an terials. Convers tructure, which e of natural rese gitally connected the East West I te, such as repo- on in traffic nois nstruction. Eas noise at source. m potential of t	trification of the ds public trans nee of the proje- emissions thro eration of the p designed for a truction and ma nodes in the us and service of the m other more of nd most versat nd disposal bu sely, construct could result in ources and gen ed corridor' (Po Rail corridor, the urposing existing se and easement t West Rail will the East West I	e rolling stock, port. The vulne ect to ensure the e and require a ugh the large of roject. With fut and managed p aintenance, and ser hierarchy w the rail network carbon intensiv ille soils on agr t the opportuni- tion of East We the use of less neration of was licy T8) would his has resulted ing infrastructur ent of congestion l be electrified, ential that an in Rail corridor, th	on associated w could reduce G erability of the E ney can withstan n increase in th quantities of car ure trends on c oroperly. The d d an increase ir ill likely reduce in the region. e transport mod icultural land as ty may exist, wh st Rail will resu s materials, reduce the in uncertainty re and focusing on. However, th replacing tradit norease in elect is has resulted works.	HG emissions ast West Rail nd chronic and e built environr bon associated limate change elivery of East n energy use in GHG emission This could incre des. s works would I here practicable it in the loss of uced waste and ar the level infra- bile phone masi at this stage, h on existing rou ere is the poter ional diesel tra ricity required t	over the project would acute effects ment (e.g. d with the predicting West Rail as operation. as. ease the GHG ikely be in e, for upgrade land, d the astructure ts), therefore, owever, there ites. ntial at certain ins with o supply and



Table 3-4 – Developing Other East West Arcs

Policy Theme: Developing Other East West Arcs	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T12 SA Score:	+	++	+	+			-/+	-	-/+	+	-/+		?
T13 SA Score:	+	++	+	+	?	?	-/+	?	-/+	+	-/+	?	?
 T12 We will prioritise improvements to east west rail connectivity to support economic activity and in support of planned housing growth, including: A northern arc connecting north Oxfordshire, Northamptonshire and Peterborough A southern arc connecting central Buckinghamshire, southern Hertfordshire and Cambridgeshire 	have positive connectivity a jobs, services result of this p scooters and/ Economy: Be access to job and sustainate to live and wo define the cha Health : Both social, leisure routes, howeve those more ru Community improve conn Reduced leve additional sou there may be Biodiversity : region. Howe disturbance a biodiversity no biodiversity. biodiversity for fragment h Natural Capi mitigated by a making in des will also ende come forward substantial lat non-designations, maintenance	effects on the ind efficiency of and facilities. bolicy. Mitigation or include auctor of include auctor of policies will s and services of transport, t ork. The develop aracter of develop policies will he e, cultural, etc. ver the overall ural communiti Safety: The develop ectivity across of traffic are uthern and nor a risk for near a klthough the ver, the propo- nd loss of bioor et gain, but it i It is not clear however, it is a abitats includii tal and Ecosy avoiding partic sign, mitigation avour to do th I as a result of nd take. The s ed sites of eco and Townscap by introducing equipment, wito generate actor and take and actor avoid take actor avoid a take actor avoid avoid a take actor avoid avoid avoid avoid avoid avoid avoid avoid avoid avoid a	populations liv of the transport. It's not clear w on could ensure lio visual requir I help to provid . Policy T12 is he region will b opment of a new elopment disting elopment disting elopment disting elopment disting elivery of impro- sthe EEH Regions is the EEH Regions e likely to help r thern arcs will b by land users s policy does not sals for the deliversity as part is not clear at the on the types of ssumed that be not potential to it rstem Services ularly valuable b. It should how e same. If they Policy T13 (the cale (length) ar logical value. De: New rail-line on the types of sumed that be not clear at the sumed that be not the types of sumed that be not clear at the sumed that be not the types of sumed that be not clear at the sumed that be not clear at the sum of sum	ing in the Hear ation network to hether both po- e that new rail s ements of thos e a better-conr focused on sup e better able to w routes brings ctive to the sum further connect which in turn co- air quality and gion. Connecti ovements to Ea- on. This project reduce overall I be electrified, w such as farmers t support the sup very of addition t of their constr is stage, if pro- proposals that oth policies cou mpact on designed s: The introduce natural capital rever be noted do, there is po- ese could be rain and linear nature	tland. As per the o support futur licies will ensu- scheme include e with sight los nected region, oporting planne o meet the mote with the poter rounding areas ivity across the ntribute to ove public health vity to rural cou- st West Rail (a evels of conge which has the p s and anglers. ustainability ob- nal East West Rail did result in sub- gnated and non- tion of new rai assets such as that East West e of new railwas have some bor andscape. New mpact. The de	he sustainability e population in re inclusivity ar e fair pricing, in so or hearing in both internally a ed housing grow bility needs of the tail for positive a and the wider e region and be rall health and is considerably mmunities shou as per Policy T n higher deman stion and subs potential to bring jective directly, arcs and the de eration (e.g. noi out of these po prward as a res postantial land ta n-designated si lway lines is like s ancient wood t Rail has comme e positive effect etc.) and how ys lines, has the th direct and ind w transport infra	y objective, Ea creases. Great d support thos clude design n pairments. Th and externally, wth which is lik ne population, development. region. This in eyond. Access wellbeing. New lower than roa ald be consider 12) and the de nd for public tra- equently the ni- g about additio decreases in 0 evelopment of 0 se pollution, lo plicies will also ult of Policy T1 ke. The scale ites of ecologic ely to impact n lands and if na- nitted to biodivi- ts on natural ca- detrimental the e potential to co- direct negative astructure proje- new routes bri-	st West Rail and ter connectivity are more deprivent ter connectivity are more deprivent ter connectivity are more deprivent to activities that are bringing more ely to have sig support future Both policies of turn could have to activities pro- verailway lines ads. From these red to improve velopment of co ansport, with a umber of road nal safety cond CO2 emissions options betweent so of habitats of endeavour to a (these could (length) and line al value. egatively on national tural capital is ersity net gain, apital and ecos by will be on bio degrade, dama effects on des ects often require ings with the policies of the second degrade, dama	nd other rail de will help those ed communitie accommodate could ensure a e people into the inificant positive growth and wh could present of ve beneficial or ovides the pote may result in in se policies it is connectivity to options between knock-on redu- traffic collisions cerns - whilst the s from decarbo en the region a etc.). It should do the same. If l be rail, road, the near nature of r atural capital are obvides the pote signated landso ire component otential for pos	velopments co e living in more s, which will de users of larger a more inclusive e region and h e effects on the illst creating eco opportunities to not the tourism a entiality for peo norceased noise not clear as to open spaces. In the region ar uction of the nut s and near missionere is no dang nisation may in nd the SW of E however be no f they do, there ouses etc.) and new railways li and the ecosyste ear at this stag s. It is not clea ever, it is assue t habitats inclue capes, in additi s such as stree itive developm	build help to inc erural commun epend on the p sized electric ve transport ne elping those will e economy. By conomically pro- o generate active nd the economy ple to participa e and air polluti whether impro- nd the SW of El imber of cars of ses. It is not cl ger to people u ndirectly benefit England and W oted that East N e is potential for d how detriment nes, has the po- em services it aking a natural e, if proposals r on the types of med that both ding potential to on to landscap et fixtures, light ent. Both polic	ithin the region aligning housir osperous places vity and vitality	city, er access to forward as a mobility gain better of people and help work, s close to the y will include les, will oads. her the r correctly, y in the ult in the ommitted to effects on on ade, damage cts could be th to decision hese policies at might esult in signated and e these ignage, and nt

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Policy Theme: Developing Other East West Arcs	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T12 SA Score:	+	++	+	+			-/+	-	-/+	+	-/+		?
T13 SA Score:	+	++	+	+	?	?	-/+	?	-/+	+	-/+	?	?
T14 We will work with Western Gateway and Network Rail to develop proposals that strengthen connectivity between Swindon/Oxford and the South- West and South Wales in support of economic activity and planned growth	assets such a components a unique setting into account if more accessi Water Enviro Proposals as hard standing flood risk and flooding, as p Air Quality: / connectivity a This is likely it capital and ed benefits for a Climate Cha through the c number of jou offices, housi result in an in the rail netwo emissions fro vulnerability of resilience of t temperatures conditions, it Soil, Land U where practic could result in forward as a of waste.	as scheduled n such as street g, if designed i he character a ble, presenting onment: The o part of T13 ar surfaces, whi choice of mat er the sustaina A reduction in across the regi o reduce emis cosystem serv r quality. nge and Gree arbon associa imeys to supp ng and retail fa crease in GHC rk, particularly m other more of the connecti he design, the). It is likely that th se, Resource able, for upgra- the loss of la result of Policy bration: Ther	nonuments, lis fixtures, lightin nappropriately and setting, the g potential tour completion of the en't clear but of ch could subse erials. Both potentials on will remove sions from transitions from transitions if it includes end carbon intensitivity of East We materials used at the climate we e operation of and Waste: A ade works to re- ind, including 'E of T13 (these con- e is potential a	ted buildings, h g, furniture, sig Insensitive de re may be opp ism opportuniti ne East West R ould also negated equently result lices could help and the need for ra- asport and a suc- lear as to where as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- lear as to where as the need for ra- asport and a suc- base existing m as the project will as the project will as the project will as the project will as the rail, roa- t certain location	historic parks and gnage, and mail esign and large fortunity to prote- ies. Rail scheme is li- trively affect the in increased le- p the region co- burneys and fre- ail users to tran- ubsequent impre- ther the addition ment or constru- maintenance of this area. Incre- ad operation of e quantities of e the rolling stor- odes. It is likely ther transport r tenance of the ave negative ef- be impacted m ownfield sites c inaterials and the Versatile' agric id, buses etc.) I	nd gardens, co intenance equip land take could ect and enhance ext and enhance likely to result in evels of flooding ntribute less to eight movement isit through Lon rovement in air and southern ar uction needed of the corridor. A reased economethe built enviro embodied carbo ck, could reduce that this policy networks would project to ensu- fifects on the op- nore in the futur could encounter erefore promotion however, both	nservation are pment, which of d result in nega- ce distinctive h modifications ment through l g. There could, climate chang ts are made by idon, and addit quality. There could, climate chang ts are made by idon, and addit quality. This is nd northern an to support eco Also, there will hic activity is like on and carbon e GHG emission of the generation of the re unless design to contaminated e waste minim d damage soils policies could vels beyond st	as and undesig can have a maj ative effects on eritage assets. and discharge large land take however, be the rail could redu- tionally provide dikely to have a dikely to have a dikely to have a dikely be an ind ely to bring mo ly increase GH associated with ons over the op a combination on the the route thstand chronic project. With fur gned for and ma land/soil requi isation and sus adjacent to the result in larger	anated assets. or visual impact the region's d Providing great es to watercour . Both policies he opportunitie reduction to Co use air quality es some relief to additional bene part of Policy and planned ho crease in the o pre people to ai G emissions. So the construct erational lifecy f both positive e is on within a c and acute eff ture trends on anaged proper ring remediation tainable use o e rail line. It is scale construct if additional ea	New transport ct, which can d esignated herit ater connectivit rses, negatively could result in s to include ad O2 emissions of th rail services o eficial effects o T13 will be ele ousing growth v perational GHC n area and req Supporting and ion and use of rcle by encoura and negative i reas particular ects of climate climate change ly. on or removal a f materials. Co not clear on th ction, comprisir	infrastructure etract from her tage assets, ho ty may allow he substantial lan laptation meas which indirectl e overall transp n the radial ma n health and w ctrified, which of will result in an G emissions du uire appropriat l enabling houses. He aging a modal s mpacts on GH ly vulnerable to change (e.g. f e predicting mo and disposal bu onversely, cons he types of prop ng use of natur	setting of other l projects often re- itage assets and wever, if the de eritage asset to water environme d take and intro- ures in design re- y could reduce to port network. Gr in lines to/from ellbeing, biodive could have addi increase in GH to the increase e built environme ing development owever, the imp shift and reducin G emissions. The o climate change uture precipitation ore extreme climent to the opportunit struction of new posals that migh al resources and veloped and ne noise pollution.	equire d their esign takes become ent. oduction of elation to the risk of reater the capital. ersity natural itional G emissions se in the nent (e.g. nt will also provement of ng the GHG he e, the on and natic ty may exist, routes, nt come d generation



Table 3-5 – Improving North-South Connectivity

Policy Theme: Improving North-South Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T14 SA Score:	?	++	?	?	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T15 SA Score:	+	++	+	+	?	?	?	?	-/+	++	+	?	?
T16 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T17 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T18 SA Score:	+	++	+	+	?	? vity across the r	-/+	?	-/+	-/+	-	-/+	?
 T14 We will work with Government, Network Rail, Highways England and Oxfordshire County Council to develop a long term solution to challenges on the Didcot – Oxford – Bicester/Banbury corridor T15 We will work with Network Rail, Government and adjoining Sub-national Transport Bodies to maximise the allocation of released capacity on the classic network as a result of HS2 to benefit connectivity 	options will h more rural co will depend of users of large resulted in ur opportunities and increase Economy: A challenges o employment as a result of development character of Health: All p physical and public transp	elp to increase ommunities gas on the projects er sized electrin certainties an within Oxford d connectivity Ithough there f supporting the opportunities, network impre- of a new and development of olicies will resu- mental health ort, will reduced	e the capacity, in greater acce coming forwa c wheelchairs d is reliant upo shire and enab- are some unce e economic op connectivity a povements. Imp improved rout distinctive to th ult in greater co Access to em e reliance on th	connectivity a ess to jobs, ser rd as a result of or mobility sco on the findings bling strategic i ertainties regar oportunities with a supporting the or oving the con es brings with e surrounding onnectivity, whi ployment can be private car,	nd efficiency of vices and faci of this policy. Noters and/or in from the Oxfor movements. S rding long term hin Oxfordshin economic grow nectivity betwo the potential for areas and the ich is likely to have beneficiary with the potential	of the transporta lities. It's not clu ditigation could include audio vis ordshire Rail Co colutions could t in solutions could t in solutions and re and enabling wth. All other p een economic h or positive deve wider region. T provide greater al effects on he tial to reduce G	ation network ear whether p ensure that n sual requirem rridor Study. I therefore be b the findings of strategic mor- olicies suppor- nubs will help elopment. Poli This in turn co r access to jol alth and wellb HG emission	to support future policies will ensi- new rail scheme ents of those will beneficial scheme peneficial to pop of the Oxfordshi vements. Solut rt economic gro to create econ icies could pres- build have benefi- bs, services, re- peing across pe- is and air pollut	re demographi ure inclusivity a include fair pr vith sight loss o y preamble has bulation and ed ions could ther owth through in omically prosp sent opportunit icial on the tou creation and o cople's lives an ion, which has	c changes. Gr and support th ricing, include or hearing imports s eluded to the qualities throug or Study, the p refore be bene nproved conne erous places f ies to generate urism and the or pen spaces, w d protects against the or health benefit	reater connecti- lose more depri- design measur airments. At this e challenges of gh increase em- olicy preamble eficial to the eco- ectivity, reliabili- for people to live e activity and v economy. which all have to ainst social exo- ts on the EEH p	vity will help the rived communit res that accom is stage Policy is supporting the poloyment opport has eluded to onomy through ity and journey we and work. The ritality and help openeficial effect clusion. Investin populations. At	ose living in ties, which modate T14 has e economic ortunities the increase experience he o define the ts on both nent into t this stage
within the region. T16 We will work with Government, Network Rail, and partners to develop a solution that improves connectivity on the Luton – Bedford – Wellingborough corridor	the economic increased co Community upon cars an and accident Rail Corridor better increas congestion, i Biodiversity region. Howe construction. proposals ha	c opportunities nnectivity. Safety: Impro d other private s and near mis Study. Howev sed connectivi mproved safet : Public transp ever, highways The exact sc ve the potentia	within Oxford ved public tran e modes. The sses (involving ver, policy prea ty. The challe y and connect out based solu and rail devel ale and types al to deliver bio	shire and enab resport connect re's potential t cars, and non mble has elud nges faced on ivity. utions can redu opments can h of development odiversity net-g	ivity may prov hat the policy -motorised us ed to the chal the A1 corrido the A1 corrido the ave negative its and propos jain. Large rai	ide a viable jour could result in a cers). At this sta lenges of enabl or (Policy T18) a or private car tra impacts on bio cals as part of th lway or road de ing and green s	rney alternative a reduction in tige Policy T14 ting strategic to are not clear for avel and imprest diversity, in te these policies a evelopments hor	therefore be be ve, particularly the number of 4 has resulted i movements. So from the policy, rove air quality erms of habitat are unknown an have the potent	to those living cars on the roa n uncertainties olutions could t however, it ha and noise pollu loss, fragmenta nd the extent o ial to result in la	in more rural I ad, which is lik and is reliant herefore be be to been assum ution, which in ation and nois of effects on bi arge land take	crease employ ocations, wher kely to help red upon the findir eneficial to con ned that these of turn would ber e impacts, part odiversity are u	ment opportun re there is a hig luce levels of c ngs from the O nmunity safety could include r nefit biodiversit cularly during unknown, howe	ities and gh reliance ongestion xfordshire through eductions in ty across the ever, all hs and

Policy Theme: Improving North-South Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T14 SA Score:	?	++	?	?	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T15 SA Score:	+	++	+	+	?	?	?	?	-/+	++	+	?	?
T16 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T17 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T18 SA Score:	+	++	+	+	?	?	-/+	?	-/+	-/+	-	-/+	?
T17 We will work with Cambridge and Peterborough Combined Authority, Cambridgeshire County Council and Peterborough City Council alongside Network Rail and Government to support the priorities identified in the Cambridge Corridor Study	one of the 'ke roads, which Natural Cap Impacts coul capital appro natural capita to result in la region's natu which particu	ey challenges' will have nega ital and Ecos d be mitigated ach to decisio al and ecosyst rge land take, ral capital stoo larly affects th	there is poter ative implicati ystem Service by avoiding p n making in d em services a whilst some s ck. According he biodiversity	een identified a atial for positive ons on biodivers ess: The introdu- particularly value esign, mitigation are unknown, ho smaller footpath to the A1 East in the area. If F vity, could result	effects. Howe sity. action of new tra able natural ca n. The exact s owever, all pro s and cyclewa of England St Policy T18 add	ver, a focus or ransport infras apital assets su cale and types posals have th y schemes co rategic Study: resses this iss	tructure is likely uch as ancient of developme ne potential to o uld be less sign Stage 3 Repor sue as part of o	y to impact ne woodlands an nts and propo deliver biodive hificant or even t, poor air qua ne of the 'key	and connectivi gatively on nat d if natural cap sals as part of rsity net-gain. I n incorporate p lity and noise I challenges' the	ty, could result ural capital an bital is enhance these policies Large railways blanting and gr nave been ide ere is potential	t in an increase d the ecosyste ed elsewhere of are unknown a or road develo een space whi ntified as key e for positive ef	e in more cars on services it p or by taking a r and the extent opments have ch could increa onvironmental i fects. However	on the provides. natural of effects on the potential ase the ssues, r, a focus on
T18 We will work with partners, including Government and Highways England to develop a long term solution to the challenges of the A1 (East of England) corridor.	on the setting place in AON transport infr Investment ir and tranquilli townscape. T the character Historic Env the setting of factor in the of An increase assets. The of region and co the region's of assets. Acco disturbances Water Envir However, ne land take and measures in indirectly cou Air Quality: through a mo impact on air increased en Climate Cha	g of landscape IB's. Public tra astructure pro- on the road network ty. All policies The development of development rironment: The other historic degradation of in public trans- exception to the ould result in r designated he rding to the A' . If Policy T18 onment: The w roads and rad d introduction of design relation idd reduce the A reduction of odal shift from quality on rec- nissions.	ss, but can als insport enhan jects often recover work may resu- have potentia ent of a new r ent distinctive assets such a surfaces of h port modes ca- is is Policy T' nore people b ritage assets, 1 East of Engl addresses th EEH region h ailways to imp of hard standin n to flood risk risk of floodin f cars on the i duced cars on enhouse gas	es and tranquil o reduce cars of cements can ta quire componen alt in opportuniti l to increase co- outes brings with to the surround o be a negative as scheduled m istorical building an have positive 8 which could n eing access an however, if the and Strategic S is issue as one as a wide range prove connectiving surfaces, wh and choice of n g, as per the su road through put the network, or es: Solutions to uton – Bedford	on the road, where we have a cars off the est to improve on the potential ing areas and impact on herionuments, list gs and monumers, list gs and monumers and explore the road	nere increased road, reducin eet fixtures, lig both landscap poss the region l for positive d the wider regi tage assets fre ed buildings, h nents and the i ugh reducing c crease levels o region's unique nto account th Report identifi allenges' there es, therefore, a region are likel sequently resu tes could help jective. will have positi ct. Depending pact as improv	I noise can hav g congestion a hting, furniture, and setting o and could resu evelopment. Po on. This in turn om new roads a istoric parks an impact of pollut ars in city centr f traffic through e historic enviro is potential for any development y to result in m and the region cont ive impacts on on the proposa vements to the rail and road in	e negative imp nd having a po , signage, and f existing road af existing road af existing road af existing road af existing road af existing road af existing road and railways, p nd gardens, co ants emitted in res, and impro- negativity imp positive effect ant and propos odifications ar levels of flood tribute less to air quality acro air quality acro frastructure to	bacts on lands bential benefit maintenance of s, but in gener ple being acce resent opportu- eneficial on the barticularly on la onservation are not the atmosp wing the local a or. All policies sitive design are e may be opport acts on the set s. als taken forwa ing. There cou- climate change oss the region ard Policy T18 generally enco- o reduce the pr	cape features, on the tranqu equipment, wh ral new highwa ess and explor nities to gener e tourism and t buried archaee eas and undes there on mater air quality, whi have potential nd large land t ortunity to protection ting of heritag ard will have to to watercourse ld, however, b e, through the from reduced improve high ourages more essure on the	especially if d illity of the regi inch can have a ays have a neg e the region's of ate activity and he economy. blogy and histo ignated assets rials is significa ch can have por to increase co ake could resu e assets throug to take these zo es. Policies cou e the opportun reduction to Co congestion. Re way networks, people to use to Didcot – Oxfor	evelopment we on; however, r a major visual i lative impact o unique landsca d vitality and he oric landscapes a Air pollution nt and often im positive impacts onnectivity acro lt in negative e ce distinctive h gh visual or no ones into consi ild result in sul ities to include D2 emissions, eductions in air there could be he network, co	ere to take new mpact. n landscape ape and elp define a but also on is a key reversible. on heritage oss the effects on eritage ise deration. ostantial a daptation which pollutants a positive ontributing to anbury,

Policy Theme: Improving North-South Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T14 SA Score:	?	++	?	?	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T15 SA Score:	+	++	+	+	?	?	?	?	-/+	++	+	?	?
T16 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T17 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T18 SA Score:	+	++	+	+	?	?	-/+	?	-/+	-/+	-	-/+	?
	is likely enable may decrease rail network. If encouraging a developments Reallocating also improve rail network, t carbon and ca enable greate may decrease whether the e infrastructure of the transpond designed for a Soil, Land Us requiring rem minimisation policies, but of construction of Noise and Vi have positive impact on noi this issue as a limits, if additi	e greater capa e which would However, the i a modal shift t s would result capacity of the the connectivi his will likely r arbon associa er capacity and e which would existing/new in to ensure it ca ort system. Wit and managed se, Resource ediation or rer and sustainab opportunities n of new routes, bration: The impact on noi se pollution (F one of the 'key ional north-sou	acity therefore reduce GHG mprovement of owards public in an increase a classic network ty of communi- educe GHG en- ted with the co d, therefore, w reduce GHG frastructure with an withstand c th future trends properly. and Waste: A noval and disp le use of mate hay exist, whe could result in addition of new se, through th Policy T18). Ac or challenges' th uth rail routes	, allowing for m emissions from of the rail netwo transport use, in GHG emissions ork as a result of cates within the missions. Solu onstruction, ma ill allow for mo emissions from thin areas part hronic and acu s on climate ch any new road of ore practicable, the loss of lar w PRoWs in ur e reduction of cording to the mere is potentia were to be dev	nore road user n vehicles. The ork, particularl thereby reduct sions, the pote of HS2 (Policy e region. As the tions to develor intenance and re road users, n vehicles. The ticularly vulner the effects of c nange predictin or rail develop portunity may clear on the sc for works to re nd, including 'E nlikely to contr cars on the ro A1 East of En al for positive eveloped and ne	rs, increasing C ere will also like y if it includes e sing the GHG e ential significan (T15) will likely his would poter op new or on e d from the oper increasing GH e vulnerability of able to climate limate change ng more extrem ment will result y exist, where p ale of develop euse existing m Best and Most ibute heavily to ad, however, ir gland Strategio effects on noise ew stations pro	GHG emission ely be an incre electrification are for a moda y reduce press ntially need litt existing road in rational use of G emissions of the investme e change, the (e.g. future prine climatic con t in the use of practicable, for ment, level infinaterials and t Versatile' agri o noise pollution morovements c Study: Stage e pollution. The ovided. It is no	s from vehicles ease in the ope of the rolling st n other more ca il shift towards sures on certain le development frastructure (P the transport s from vehicles. ents and solution resilience of the recipitation and nditions, it is like raw materials. r upgrade work rastructure and herefore promo- cultural land. on, however, a to the road net e 3 Report iden ere is potential t clear as to wh	s. However, this erational GHG ock, could reduce public transpoon in sections of the arbon intensive public transpoon in sections of the and would not olicy T18) will systems (road However, through ons to improve e design, the mill temperatures and the land take ote waste mining new rail route work may encount tifies that nois I at certain location nether policies	rough improvir emissions in ir uce GHG emis e transport mo t would provid e rail network of necessarily result in an indusers). Develou ugh improving e intra and internate will be more si or ownfield sites sting materials of schemes the misation and se will be signific ourage people e disturbances ations to for ar will result in e	il fleet). Develop ing the road net increasing the n ssions over the ides. Although t de a decrease i and improve the increase the nu- crease in GHG opment in the road opment opment in the road opment	work, levels of umber of journ operational life the constructio in GHG emission emissions thro oad network is ork, levels of co and the main tively effects the s in the future ter contaminat promote waste rd as a result of e of materials. Of se in public tran ver, having a re e. If Policy T18 e levels beyond s like East Wes	congestion leys on the ecycle by n of any ons. e. This will eys on the bugh the likely ongestion bend on renance of ne operation unless red land/soil of these Conversely,

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Table 3-6 - Transforming Intra and Inter Regional Journeys

Policy Theme: Transforming Intra and Inter Regional Journeys	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T19 SA Score:	+	++	+	+	-	-	-/+	-/+	-/+	++	+	-/+	?
T20 SA Score:	+	++	+	?	?	?	?	?	?	+	-	-/+	?
T21 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+			+	-
T22 SA Score:	+	++	+	+	-	-	-/+	-/+	?	++	-/+	-/+	-/+
T19 We will prioritise investment in the development of public transport-based solutions when improving intra- regional connectivity between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change	connectivity community, groups without transport net modes of tra- wider popular Economy: A connectivity (Policy T20), intervention additional to Health: Non T22) could in greater conr Policy T19 w EEH popular traffic manage T21).	will allow increasit may required as it may required as the second second second second as the second s	eased access ire access to a smart devices, ment in the roa is cycling by in e region. The p oport economic homic hubs will f this growth w oprovements in nities across t icies specify a unities for emb h is likely to pri- estment in put hally, a focus o ures to reduce	to key econor and knowledg may not bene ad network (P nproving the e policy will not b c growth throug l also improve ill be context the road network he region, how n improvement polic transport, n public trans congestion at	nic hubs, whe e of how to us efit so greatly olicy T21) will existing infrast benefit carless ugh improved e economic pre specific, it will work (Policy T wever, this is on the in the network g routes within access to jobs which will red port can reduce nd the develop	connectivity, re osperity across be dependent 21 and T22) of dependent on the ork which will s ork which will s	ore jobs avail es and other of y. Digital divid unities in prov aximum bene eliability and jo s the region (F t on the currer ould include o the types of d support more a lithough this is creation and o n the private o . Innovative d ric cars and bi	able. The use levices. Those es could inhib viding connect fit, investment ourney experie Policies T19 and the economic la pportunities for evelopment but active travel m active travel m active travel m active travel m s dependent o pen spaces, w car, with the po- igital solutions ikes, which wi	of digital infra e elderly membrit the widespre- ivity between should includ ence as a resu nd T22). A dig indscape, the or embedding rought forward nodes. Howev n the types of which all have beential to redu- s can be imple Il both improve	structure in Person of the poper of the pope	olicy T20, may pulation and/o tation of robus ent hubs, and ets in rural con mprovements corridor can a tres served, a within the des ents in the roa brought forwa ects on both ph ssions, which l prove the effici aving a positiv	a non benefit a r those lower at and reliable potentially pro- nmunities, to b Improving the lso provide re nd the scale o sign, which co d network (Po rd. All policies hysical and me has health ber ency of cars, i re impact on h	all of the income digital ovide other benefit the e search jobs of the uld present blicy T21 and s will result in ental health. hefits on the including ealth (Policy
T20 To realise our decarbonisation commitments, while supporting economic growth, we will expect infrastructure investment is designed as digitally enabled corridors	reliance upo congestion a transform ho currently cor attacks on co increased ro could improv Biodiversity benefit biodi impacts, par unknown, ho required in o Natural Cap impacting or natural capit	n cars and oth ind accidents withe railway instrained by a pontrol systems ad safety mea re road safety r: Public trans versity across ticularly during wever, all pro- rder to deliver ital and Ecos habitats (Pol al and the eco	ner private mo and near miss is operated ar vailability of co s and hacking asure. Given th and therefore port-based so the region. Ho g construction oposals have th r a 'digitally en system Servic icy T19). How	des. There's ses (involving in ad deliver a groun of data. It is a nat in some particular have a benef lutions (Policy owever, highw The exact lo ne potential to abled corridor ces: The imparticular ever, where his ses provided. I	potential that cars, and non- reater reliabilit annels and ma ssumed that t arts of the reg- icial impact or 7 T19 and T22 vays and rail of deliver biodiv deliver biodiv deliver biodiv deliver biodiv acts on natura abitats are im mpacts on na	by ide a viable j the policy cou -motorised use y for railway pa ay not be suital he protection a ion there are a n community s community	Id result in a r ers). The deliv assengers, he ble within rura and enhancen higher than the afety. he need for proceed for pro- can have negated d proposals a h. It is not cleated hone masts), kely to be insigned ould be mitigated	eduction in the very of a digital elping to impro- al areas. A sw nent of the exi- he national av rivate car trave ative impacts of s part of these in the level infr therefore, at the gnificant if exis- ough the crea- ted or compen-	e number of ca illy enabled co ve overall safe itch to digital r sting infrastrue erage number el and improve on biodiversity are unknown astructure nee his stage Polic sting infrastruc tion of new transated for if na	ars on the roa rridor (Policy ety. However, may pose add cture assets (a of road traffic e air quality an r, in terms of h and the exter eded and the p cy T20 has res cture is improvinsport infrastri tural capital a	d, which is like T20) could pro- the deployme itional security as per Policy T c accidents, hip d noise polluti abitat loss, fra nt of effects or potential land to sulted in uncer red for public t ructure there is ssets elsewhe	ely to help red by to help red by ide opportun nt of a Digital risks, through (721) could lea ghway improv on, which in tu agmentation an biodiversity a sake that would tainties for bio ransport mode s likely to be a ere are improv	uce levels of hities to Service is h targeted d to ements urn would nd noise are d be odiversity. es without in impact on ed or

Policy Theme: Transforming Intra and Inter Regional Journeys	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T19 SA Score:	+	++	+	+	-	-	-/+	-/+	-/+	++	+	-/+	?
T20 SA Score:	+	++	+	?	?	?	?	?	?	+	-	-/+	?
T21 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+			+	-
T22 SA Score:	+	++	+	+	-	-	-/+	-/+	?	++	-/+	-/+	-/+
 T21 We will support investment in the Strategic Road Network and Major Road Network where this: a) Protects and enhances the existing infrastructure asset b) Delivers a solution to an identified problem on the existing infrastructure asset c) Enables access to new economic opportunities and/or additional housing growth 	policies T19 natural capit Landscape negative imp developmen the region; h have a majo have a nega explore the n 'digitally ena Mitigation co	and T22 do r al stock and t and Townsc bacts on the s t were to take towever, new r visual impact tive impact or region's uniqui bled corridor' build be applie	ntail (e.g. mobination of support the he ecosystem ape: Landscape etting of landscape etting of landscape in AONI transport infrast. Investment in n landscape and would entail (ed to ensure that here is likely to	sustainability services they bes and tranqu capes, but car B's. Public tra structure proje n the road ne id tranquillity. nd townscape e.g. mobile pho it design is dis	objective dire provide. uillity are unden also reduce nsport enhance ects often requires twork may res All policies ha one masts), the screte and in the	ctly, decrease or pressure from cars on the roc cements can take ire component ult in opportur ve potential to the level infra erefore, at this ceeping with the	s in CO2 emis m developmen ad, where incr ake cars off th this such as stru- nities to improv- p increase con astructure nee s stage the vis ne landscape a	throughout reased noise e road, reduc eet fixtures, li ve both lands nectivity acro ded and the p sual impact ar and/or townso	creases in put the region. De can have nega- ing congestion ghting, furnitur cape and settin ss the region a potential land t nd subsequent cape.	velopment in tive impacts of and having a e, signage, ar ng of existing and could resu ake that would effect on the	rail (Policy T1 on landscape f potential ben nd maintenand roads, but in g ilt in more peo d be required i landscape and	irectly benefit 9 and T22) ca features, espe efit on the trar ce equipment, general new hi ple being acc n order to deli d townscape is	the region's cially if equillity of which can ghways ess and ver a s uncertain.
T22 We will, working with Network Rail, Highways England and public transport operators, identify the level of service required between Regionally Significant Hubs, Areas of Economic Opportunity and Areas of Significant Change to achieve improved intra-regional connectivity: the levels of service will be reviewed on a bi-annual basis	also on the s pollution is a and often impositive impo- unique histo entail (e.g. n could result protect and of Water Envin consideration result in sub opportunities the reduction infrastructure infrastructure therefore, at Air Quality: improvement water enviro on the networ T21). Digital Climate Cha the integration likely that the to be minimal improve intra design, the r	setting of othe a key factor in eversible. An acts on herita ric environme nobile phone in negative ef enhance distin conment: The n. However, r stantial land t is to include ac n to CO2 emis e needed and this stage the A reduction of this stage the ork, or a negation infrastructure ange and Gre on of these tra ere will be an al compared to a and inter reg materials used	The degradation increase in pull ge assets. All p ant. It is not clear masts), therefore fects on the re- fects on the re- fe	is such as sch in of surfaces polic transport i policies have p ar the level inf re, at this stag gion's designa assets. as a wide ran railways to im uction of hard sures in design directly could include pro- and take that sulted in unce oad through p in road to rail w roposal broug improvements icy T20) e.g. s es: Prioritising and the user IG emissions ift generated I would depen n and the ma	eduled monu- of historical b modes can ha potential to inc rastructure ne ge the visual in ated heritage a ge of Flood Zo prove connec standing surfa n relation to flo d reduce the ri tection from fl would be requiration the relation to flo d reduce the ri tection from fl would be requiration that forward un s to the road n SMART motor g investment i uptake. This w through the e by investment d on whether intenance of in	ments, listed b uildings and m ve positive im crease connec- eded and the mpact and sub assets, howev ones, therefore tivity across th aces, which co ood risk and cl sk of flooding, ooding and cli ired in order to t will have pos- peneficial effect der Policy T22 etwork genera ways and traff in the developr vill likely help l mbodied carbo into the devel the existing/ne ofrastructure to	buildings, histo nonuments and pacts through tivity across th potential land osequent effect er, if the desig e, any develop he region are I buld subseque hoice of mater as per the su mate change, o deliver a 'dig sitive impacts of ct on health ar to improve hi ally encourage in associated opment of public by encouragin on associated opment on pu ew infrastructuo o ensure it car	oric parks and d the impact of reducing cars he region and take that would take that would take that would take that would take that would to n the histor in takes into a of	gardens, consol of pollutants er s in city centre could result in uld be required pric environment account the ch oposals taken f in modification increased leve ices could help ojective. Policy oad network m ted corridor' (P across the reg biodiversity, na orks, there could has the potent sed solutions w ift towards pub elopment and t solutions. The as particularly	servation area nitted into the s, and improve more people l in order to de t is uncertain aracter and se forward will have a and discha ls of flooding. the region co T21 aims to p ore resilient to olicy T20) wo ion from reduce atural capital, d be a positive etwork, contribution and to have a p when improving the operation of a vulnerability vulnerable to of the effects of cl	s and undesig atmosphere of ing the local a being access eliver a 'digitall . Insensitive d etting, there m we to take the rges to watero There could h portibute less to orotect and end of uture chang uld entail (e.g. ced congestion historic enviro e impact on ai positive impact g intra-regiona reducing GHG of these solution of the investm climate change	nated assets. on materials is ir quality, which and explore the y enabled cor- esign and larg ay be opportune se zones into ourses. Polici- iowever, be the o climate char- hance existing les. It is not cor- mobile phone hance existing on air quality nment, landsor on air quality al connectivity emissions. Hone on air quality emissions. Hone on and solution e, the resilience (e.g. future pro-	Air significant th can have ne region's ridor' would e land take nity to es could e nge, through lear the level e masts), ape and the duced cars s (Policy will improve owever, it is this is likely ions to ce of the recipitation

Policy Theme: Transforming Intra and Inter Regional Journeys	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T19 SA Score:	+	++	+	+	-	-	-/+	-/+	-/+	++	+	-/+	?
T20 SA Score:	+	++	+	?	?	?	?	?	?	+	-	-/+	?
T21 SA Score:	+	++	+	+	-/+	-/+	-/+	-/+	-/+			+	-
T22 SA Score:	+	++	+	+	-	-	-/+	-/+	?	++	-/+	-/+	-/+
	in operation. and, mainter investments infrastructure Developmen Soil, Land U land/soil req result of thes materials. Po Noise and V road network positive nois noise impact	Investment in nance. It is als enable the in- e assets, parti- at in the road r Jse, Resourc uiring remedia se policies, bu- policy T21 is al /ibration: An k may encour- e impact, how ts generated f	n the Strategic to likely that the egration of elec- cularly those we network is likely e and Waste: ation or remova- to opportunities so likely to help increase in pu- age people to vever, the type rom constructi	Road Netwo is will result in ectric, low carl with identified y to enable gr Any new road al and disposa may exist, w p protect the r blic transport drive, howeve of infrastructo on. There is	rk and Major F n an increase i bon and/or zer problems, will reater capacity d or rail develo al. It is not clea here practicab region's best a (Policy T19 ar er, having a ne ure needed to potential at reg	Road Network n GHG emissi to carbon trave still result in a try therefore, all opment will res ar on the scale le, for works tr nd most versa and T22) will ha gative impact deliver a 'digit gionally signifie	will result in a ions with any a el modes and an increase in lowing for mor sult in the use of developme o reuse existin atile land by av twe positive im on noise pollu tal enabled' co cant hubs to fo	in increase in additional emi from the end GHG emissio re road users, of raw materia ent, level infra ng materials a voiding new d upact on noise tion (Policy T prridor is not c or an increase	n in construction GHG emission ssions from the users (traffic) of ns but potentia increasing GH als. Any works structure and the nd therefore prevelopments. a, through the re 22). Digital tect urrently known a noise levels b b, which could l	e end users (for once operation ally less than if dG emissions in brownfield the land take romote waste eduction of ca chnology can r b. If this is larg peyond statuto	e carbon assoc traffic) once op nal. Protecting f the focus wa from vehicles sites could en of schemes th minimisation ars on the road reduce conges le in scale, the ory limits, if pro	ciated with the perational, unly and enhancir s on new asse	construction ess ing existing ets. minated rd as a le use of nent to the ad, having a sporary

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Table 3-7 – Transport Orientated Developments

Policy Theme: Transport Orientated Developments	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T23 SA Score:	+	++	++	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T24 SA Score:	+	++	+	++			-	-	-/+	+	+	-	-/+
T23 We will work with local planning authorities and local enterprise partnerships to use the opportunities created by investment in strategic transport infrastructure and services to shape the location of future economic and housing growth proposals. We will work with partners to ensure integration of travel modes and local connectivity are integral components of any such proposals	sustainability changes. Gri inclusivity an transport dev requirements potential ber MND, Hodgk Economy: E gain better a aligning hous economically opportunities beneficial on Health: Both work, social, particularly fr groups within users of larg result in incre reliance upor infrastructure and those liv Community infrastructure highest num such as cycl non-motorise number of fa is assumed t	v objective, tra eater connecti d support those velopments ind s of those with hefits be more cin's). Both policies w ccess to jobs sing growth ar v prosperous p to generate a the tourism a n policies will h leisure, cultur or those who r n the region, w er sized electr eased noise a n the private c e is there for th ing in areas o Safety: Policies ing and walking ed users). The talities on rura that measures	nsport develo vity will help t se more depri clude fair prici sight loss or specific abou ill help to prov and services. Ind services. Ind sustainable places for peo activity and vit nd the econor help to increase al, etc. opport nay not be ab vhich will depe- ic wheelchairs nd air pollutio ar. Policy T23 mem to run on f deprivation, y T23 will help which will help which will help son the EEH's g, helping to delivery of a al roads within such as bus	pments could hose living in ved communit ng, design me hearing impain t those with se vide a better c Policy T23 is transport, the ple to live and ality and help my. se further conr tunities which le to access of end upon the s s or mobility se n for receptors could result i to a good stat access free tra- to policy coulty the positive effe s roads occur reduce the num mass transit se the region. The lanes and seg	help to increa more rural con- ites, which will assures that a rments. Devel- ensory impairr onnected regi- focused on su- e region will be work. The de define the cha- nectivity acros in turn contrib- n foot, public schemes them cooters and p s close to the n greater prio- indard, and a ansports mod ld help to imp- ects on comm- on rural roads mber of cars of ystem (Policy he segregation regated foot a	se the capacit nmunities gair depend on th commodate u opment will ne nents (visual o on, both intern porting plans better able to velopment of a aracter of deve s the region ar ute to overall h transport or pr iselves to ensu- roviding audio routes, however itisation of non- wider network es e.g. new for roved connection unity safety, by a, using the use on the roads ar T24) in rural a n of the transp	y, connectivity of greater acce e projects con users of larger ed to ensure or audio), neur hally and exter ned housing g of meet the mol a new routes b elopment distir nd beyond. Acc health and we rivate car at pr ure this object visual require er the overall otpaths and co ivity for non-my reducing the er needs hiera nd therefore, r areas is likely out system pro- will be put in p	v and efficience ss to jobs, ser- ning forward a sized electric that they are a otypical (dysle nally, bringing rowth which is bility needs of prings with the active to the su eccess to activit llbeing. Greate esent. It is not ive is met. Thi ments of those effect on air que hicles, which y. The prioritis ycleways. number of ca archy, could re educing levels to have signifi- poides addition place. Improv	y of the transprices and factors a result of the transprices and factors are sult of the wheelchairs of accessible to a exia dyspraxia of the population of the result in an increase of congestion cant positive of the result in an increase of the result in an incr	portation netwilities. It's not inis policy. How or mobility sco and groups to end of the region of	ving in the He vork to support clear whether wever, mitigati poters and/or in nable everyon mobility/stabili n and helping positive effects of ure growth and opment. Both ider region. The of or people to o make facilitie I proportionate as design me impairments. I ponsiderably low for all groups des may also he ensuring footp g safe alternati ber of sustainants and near mo- munity safety pon-motorised a tivity may prove	future demographic future demogr	raphic vill ensure re that new isual e the kinson's, e region by. By g present d have education, eess, vulnerable commodate hait may urrent y if the e families bys/ green at the modes, g cars, and ren the high users, as it

Policy Theme: Transport Orientated Developments	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T23 SA Score:	+	++	++	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T24 SA Score:	+	++	+	++			-	-	-/+	+	+	-	-/+
T24 We will support the development and delivery of high quality, segregated mass transit systems where there is the potential market for its long term sustainability: priority will be given to supporting the delivery of such systems in the following locations: • Cambridge (the CAM) • Milton Keynes • The A414 corridor in Hertfordshire	or fragment of Ancient W coming forwa Although mit use new hat biodiversity a particularly of unknown, ho some smalle Natural Cap Impacts cou capital appro buses footpa nature of ney There's pote the region's Landscape projects ofte increase cor opportunities beneficial on Historic Env setting of oth infrastructure can detract ff designated h Providing gro Water Envir consideratio result in sub opportunities contribute le sustainability Air Quality: pollutants th capital and e developmen	habitats include /oodland and of ard as a result igation and er pitats provided across the reg during construc- owever, all pro- er footpaths an ital and Ecos do be mitigated oach to decision aths etc.) and I w mass transit ntial that designatural capital and Townsca in require componentivity across to generate a the tourism a vironment: Bo per historic asse of the tourism a vironment: Bo per historic asse of the tourism a vironment: The n. However, no stantial land ta s to climate of y objective. A reduction of rough a modal accosystem ser- ts, there's pote	ling potential other irreplace of both polic hancements Public trans- ion. However ction. The ex- posals have to d cycleway s system Servi d by avoiding on making in on how detriment thas the pote gen could incor- stock. ape: The pror- ponents such as the region activity and vi nd the econor- oth policies has sets such as a n require corra assets and the s, however, if vity may allow EEH region Hew roads and aptation mea- change, throu- of cars on the l shift from ro- vices. It is no ential that the	to have significes to have significes could commare likely to be port-based sol, highways and act scale and the potential to chemes could ces: The introparticularly vadesign, mitigat tal they will be ential to degrad porate green sonotion of devel as street fixtuand could rest tality and help my. Ave the potential to the design take v heritage assonotion of hard sures in design take v heritage assonotion of hard sures in design the reduction the reliance upon the relian	cant negative which, if lost, mit to deliverin e proposed to utions can red d rail develop types of develo- deliver biodiv be less signif duction of new luable natural ion. It is not cl on biodiversi- de, damage o spaces (e.g. fi lopment of pro- res, lighting, fi alt to have a m- numents, lister as street fixtu- ing, if designer es into accou- et to become ge of Flood Zo- prove conneo- standing surfin n relation to fil- on to CO2 em- public transpor- d also have be proposals tha private vehicl	impacts on de damaged or s ng biodiversity enable and st duce the need ments can hav lopments and versity net-gain icant or even i v mass-transit capital assets lear on the typ ty; however, it r fragment hat ootpaths and of posals in rura urniture, signa ople being acc aracter of deve hegative impact d buildings, his tres, lighting, fi ed inappropriat more accessit ones, therefore civity across th aces, which co ood risk, rain v issions from a ort will have po eneficial effect t may come fo les will continu	ransit) have per esignated and egregated wor net gain, which rengthen ecolor for private car rengthen ecolor for private car and is likely to a such as ancie es of proposa is assumed th bitats including cycleways with al settings can age, and maint cess and explo- elopment distin et on heritage a storic parks an urniture, signa- tely. Insensitive er and setting, ole, presenting e, any develop he region are lo ud subseque water harvestin ctive travel an sitive impacts . This is likely rward as a result ber of vehicles	non-designate uld constitute th will have po- ogical connect travel and im pacts on biodi- part of these po- yor road devi- anting and gree of impact negative potential to in in incorporate have negative enance equip- tre the region's active to the su assets, such a id gardens, co ge, and maint e design and I there may be potential tour of the regult of enance equip- tre the region's active to the su assets, such a id gardens, co ge, and maint e design and I there may be potential tour of an and pro- ikely to result ently result in in g and choice d public transp on air quality to have addition sult of Policy T ute to a reduct	ed sites of ecc a significant a sitive effects prove air qua versity, in terr olicies are un elopments ha en space to e tively on natur a and if natura ome forward a es could resul npact on desi ed wildflower p e effects on la ment, which of s unique lands urrounding are s buried archa neservation ar enance equip arge land take opportunity t ism opportunity t ism opportunity t ism opportunity t conservation ar enance equip arge land take opportunity t ism opportunity t ism op	blogical value. Ind permanen on biodiversity ake several ye lity and noise ns of habitat le known and the ve the potentian ncourage biod ral capital and I capital is enhat as a result of the tin substantiang gnated and no planting) and planting) and planting) and scapes and to planting) and planting accould result of the could result o protect and ties. forward will have and dischat els of flooding. There's poten directly could result o grades are material planting and dischater the solution of the solution the solution of the solution of the solution the solution of the solu	The EEH regit t impact on bid y, and could co ears before ne pollution, which oss, fragmenta e extent of effe al to result in la diversity. the ecosystem anced elsewh both policies (if al land take. The on-designated provisionary se townscape. Na jor visual impa- ynscape. This ider region. The historic landsc signated asse can have a ma- in negative effe enhance distin- ave to take the rges to watero There could h tial for both po- reduce the risk uced congestion- ealth and wellta ade to facility	on has substa odiversity. Pro ompensate los w planting and ch in turn woul ation and noise eacts on biodive arge land take m services it p here or by taki these could be here scale (lengt sites of ecolo ervices that co lew transport act. The poten could present his in turn could apes but also ts. New transp for visual impa- fects on the re- nective heritage ese zones into courses. Polici- however, be the lices could here co flooding, a on. Reductions being, biodiver more traffic fro	Initial areas posals sees. d species d benefit e impacts, ersity are e, whilst rovides. ng a natural e rail, road, h) and linear gical value. uld increase infrastructure tial to d have on the port act, which gion's e assets. es could he elp the region is per the s in air sity natural om housing

Policy Theme: Transport Orientated Developments	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T23 SA Score:	+	++	++	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T24 SA Score:	+	++	+	++			-	-	-/+	+	+	-	-/+
	emissions the transit syste emissions for economic action offices, house transport inf emissions. The areas, the re- precipitation climatic con Soil, Land I works in bro- works to re- lanes, rail life could result Noise and V significantly there's pote	The vulnerabilities of the car ms will likely end on construction ctivity will likely sing and retail rastructure and the vulnerabilities and temperate ditions, it is like Jse, Resource whifield sites of the site of the set existing matrix in larger scale /ibration: If g reduced. How thial that that he	bon associate encourage a m on is likely to b y bring more p facilities). The d connectivity ty of the trans e design, the r tures). The cline ely that there e and Waster could encounte aterials and the and cycleway e construction, greater connec- vever, the intro ocalised noise	ed with the cor- nodal shift from be minimal con- beople to an ar- e development r solutions will sport system in- materials used mate generally will be more s : The impact of ere contaminate herefore promo- rs, there is pot comprising u- ctivity was pro- poduction of large e pollution cou	istruction, main n other, higher mpared to the rea, increasing and operatio likely encoura ifrastructure w and the main r negatively effort ignificant effect n soil, land us ed land/soil re- tote waste mini- ential that this se of natural re- vided by publi- ge mass trans Id increase. T	ntenance and emitting trans model shift ge operational C n of the built e ge a modal sh ould depend of tenance of infi fects the opera- ts in the future e, resource ar quiring remedi misation and s could result ir esources and c transport, or it or if improve here is potent	from the oper sport modes. HG emission nvironment wi inft from other, on several fact rastructure to ation of the tra- e unless desig nd waste is de interior or removes sustainable us in the loss of la generation of the introduction d local connec- tial for an incre-	rational use of This has the p e delivery of n s through the ill likely increa higher emittin tors. This wou ensure it can ansport system ned for and m pendent upon val and dispos e of materials ind, including waste. on of footpathe ctivity revolves ease noise lev	the systems. otential to red hass transit sy number of jou se GHG emiss og transport m ld include whe withstand chro n. With future hanaged prope the proposals al but the opp Policies coul Best and Mos s and cyclewa s around moto els beyond sta	However, the uce GHG emi rstems. Support rneys and rec sions. However odes. This has ther the exist onic and acute trends on clime erly. that come for oortunity may of d result in the st Versatile' age tys, there are of autory limits a	rill result in an development ssions. The im- pring planned quire appropria er, the improve s the potential ing/new infras- effects of clim nate change pr rward as a res- exist, where pr construction of gricultural land opportunities f rt (e.g. road up at new stations of could help to	and delivery of apact of an inc housing growt the built environ ement in the st to reduce GH tructure is in vi- nate change (e edicting more sult of this polic acticable, for o of new roads, a . Future develo	f these mass rease in th and nment (e.g. rrategic G ulnerable e.g. future extreme cy. Any upgrade additional opment to be ualling) proposals

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Table 3-8 – Improving Local Connectivity

Policy Theme: Improving Local Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T25 SA Score:	+	++	++	?	-/+	-/+	-/+	-/+	-/+	+	-/+	-/+	-/+
T26 SA Score:	+	++	+	+	-/+	-/+	?	?	?	+	+	-/+	+
T25 We will work with partners to establish 'mobility hubs' in areas of significance as locations where interchange between travel modes is actively enabled.	sustainability Greater conn support those development with sight los about those v solutions' in F population ar robust and re Economy: E will be contex between rura transport exp walking route hire. Policies Health: Better mental health on by train ar have benefic exclusion. Inv Community levels of cong the transition transport tog network. Pol	objective, trai ectivity will he e more deprive s include fair p s or hearing ir vith sensory ir Policy T26, mand/or those low liable digital tr conomic grow t specific, it will areas will als erience, creat s can help to a could present er pedestrian a n and reduce en d bus delays ial effects on b vestment into settion are like between mode ether and provicy T26 could	nsport develop lp those living ed communities pricing, design npairments. De npairments (vis ay not benefit a ver income gro ransport netwo th will be supp ill be dependen to benefit smal ing a more effi- make positive t opportunities and cyclist facil emissions throu to some. Both public transpor regrated transp ely to help redu les, could inclu- vide a better, m include solutio	ments could he in more rural c s, which will de measures that evelopment wil sual or audio), Il of the comm ups without ac rks. orted by impro- nt on the curre ler companies cient system. T contributions to to generate ac ities at bus and ugh non-motor policies will re nd mental hea t, will reduce ru- ort system cou ice overall leve de secure parli- ore seamless ns which could	elp to increase communities ga epend on the p accommodati I need to ensu neurotypical (unity, as it ma ccess to smart wed connectiv nt economic la , who may not The developm o the economy ctivity and vita d train stops w ised vehicle us sult in greater Ith. Access to eliance on the uld result in hig els of congesti king and bike s transport exped provide innov	ater connectivity a the capacity, of ain greater accorrojects coming e users of large irre that they are dyslexia dyspra y require access devices, may r ity, reliability are andscape, the e be based in ec- ent of a new are y through increas lity and help de vill encourage w se to access pu- connectivity, w employment ca private car, with gher demand for on and subseq storage, ensuri- erience. This 's vative risk man- help to reduce	connectivity ar ess to jobs, se forward as a er sized electri e accessible to axia, autism et ss to and known of benefit so g nd journey exp economic hubs. nd improved ro ase visitor nun- fine the chara valking/cycling ublic transport. thich is likely to an have benefit th the potentia or public transp uently the nun- ng greater safi eamless' expe agement solut	nd efficiency of ervices and faci- result of this po- c wheelchairs o all groups to e- c, mobility/sta- vledge of how t greatly from this perience as a re- tres served, an Through joinin- butes brings with nbers, tourism cter of develop in conjunction More reliable o provide great icial effects on il to reduce air ety for all users erience may inc- tions which ma	the transporta ilities. It's not c olicy. However, or mobility sco enable everyor bility issues (P to use smart ph is policy. Digital esult of improved the scale of the g existing mod the scale of the g existing mod the potential and the potential and the potential and the potential of the scale of the g existing mod the potential and the potential of the scale of the g existing mod the scale of the scal	tion network to lear whether to mitigation co- oters and/or in the to experien Parkinson's, MI hones and oth al divides could ed public trans the intervention des of transpo- l for positive de tial development to the surrou- se which could out options may obs, services, I libeing across h has health b on of the numb isses. It is assist travel (Policy To which could in	o support future ooth policies wil uld ensure that oclude audio vis ce the potentia ND, Hodgkin's) er devices. The d inhibit the wid sport services. In proposed. Im rt together will p evelopment. Pr ont of supporting unding areas a d have benefici v also reduce si recreation and people's lives a enefits on the f er of cars on the sumed that Inte T26) will help to ocrease overall	e demographic l ensure inclus new transport sual requireme l benefits be m . The use of 'in ose elderly mer lespread imple The extent of t proving digital provide are mo ovision of cycl g businesses end the wider re- tress and anxie open spaces, y and protects ag EH population the region's road rchange hubs o join existing m safety on the t	changes. sivity and nts of those ore specific dustry-led mbers of the mentation of his growth connectivity ore seamless ing and e.g. cycle egion. hysical and ety brought which all gainst social ns. ds. Reduced that support nodes of cransport

Policy Theme: Improving Local Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T25 SA Score:	+	++	++	?	-/+	-/+	-/+	-/+	-/+	+	-/+	-/+	-/+
T26 SA Score:	+	++	+	+	-/+	-/+	?	?	?	+	+	-/+	+
T26 We will work with public transport operators and the Government to develop industry-led solutions that enable frictionless travel using a combination of travel modes	Encouraging biodiversity t loss, fragmen Natural Cap constitute a s could mitigat potential for cycleways w can also prese potential to ta Landscape a new route is could presen across the re physical, cult lighting, furni Policy T25, h townscape is to support di scale solution Historic Env other historic often require assets and th if the design heritage asset and the impa which could l increased tra Water Envir on-road cycle drainage tho materials. It i environment support them ability to redu	people to cycl hrough reduce nation and noi ital and Ecosy significant and e or compensa- habitat loss, fra- ithin incorporation sent opportunities eand Townscal chosen carefu topportunities gion may also ture, signage, owever, if larg a uncertain and gital infrastruct ns (e.g. e-bikes rironment: Bor assets such a components sin takes into accord to become n ict of pollutants help prevent fu inquillity, contri onment: Polic e routes and of ugh, which wor s not clear on the impact of a the encourage on the transport	e or walk to tra d disturbance. se impacts, pa ystem Service permanent imp ate for natural of agmentation ar red wildflower p ies for ecologic e road, and imp be: Both policie to enhance the have beneficia and maintenar e land take is r would highly of ure) may result s) may not require th policies have s scheduled m uch as street f ting, if designe pount the charace hore accessible s emitted into the rther degradat bute to overall y T25 could result infrastructure of ater run-off, whether ment of non-mentwork. This	in stations and The infrastruct rticularly durin s: The EEH r bact on natural capital degrada do noise impace olanting) and p cal enhanceme prove air qualit es could result appropriately t e quality of vis al effects on plat define a place degrad upon t t define a place degrad upon t t in the replace uire large infra e the potential infra entropriate t in the replace uire large infra e the potential infra esting phe atmosphere ion of some of sense of place sult in the addi aths) are unlike accessibility fi ze and scale of the water entroprised motorised mod is likely to hav	d bus station h ture and scale g construction egion has sub- capital and ed ation. The infra- ts, particularly provisionery se ent with associ y and noise po- in the additior o its setting. V ual amenity of ace making, th e, whilst suppo- , which can als is potential for he types devel ement of green structure and of to have a neg red buildings, h g, furniture, sig ely. Insensitive g, there may b- iotential tourism e on materials the region's u e and the uniq tion of new cy- ely to significar or most users. of 'mobility hub vironment is un support digital ale solutions (e es and the pot e additional be-	also present op as the potentia of 'mobility hul . However, all p stantial areas of cosystems if no structure and s during constru- rvices that coul ated health and ollution, which w of new cyclew Vell-designed w townscapes by rough the shap orting its ongoin so have a majo this to result in opments broug spaces with se could less detri- ative impact on istoric parks and page, and mai e opportunities is significant ar nique historic a ue setting of he cleways and fo there could be s', however, if l necertain and wo infrastructure) e.g. ticket mach ential additions meficial effects re air quality, for	I to take cars of bs' is not know proposals have of Ancient Woo of compensate scale of 'mobil action. Howeve Id increase the d wellbeing be will also benefit ways and footp walkways and y managing pu- bing the public on evolution. N r visual impact on negative imp ght forward an ealed surfaces mental on the on heritage assets. The rece scale of the opportur large land take of protect and of the public of the opportur assets. The rece assets. The rece partiage assets. otpaths, throu r resources or the opportur large land take outd highly dep may result in the opportur	off the road, ar on at this stage e the potential odland and oth d for. Enhance ity hubs' is not er, there's pote e region's nature arefits. Encour it natural capitat waths, which ar cycleways car ublic access the realm in orde lew transport i t. It is not clean acts on the lar d the infrastruct reduces which water environ ets, such as buo onservation are ipment, which could result in enhance distin- is a key factor rsible. The pre- duction in nois gh the prioritis contribute to f ity to include a e is required the pend upon the the replacement t require large ways and cycle d wellbeing, bio	nd improve air e, however, if la to deliver biod her irreplaceable ing natural cap known at this ential that design ral capital stoc raging people t al and ecosyste re unlikely to ha n contribute to rough the regis r to maximise s nfrastructure p r on the potent discape and to cture needed to h could limit the ment. uried archaeolo eas and undes can have a ma negative effect ctive heritage a in the degrada ference of nor e pollution fror ation of non-ma looding. They adaptation mea infrastructure a sways would he poliversity nature	quality and noi arge land take iversity net-gai e habitats which bital in other are stage, howeve in could incorp k. Improvement o cycle or walk em services. Ave a negative the sense of plon's towns. Inclu- shared value by rojects often re- ial proposals the bound of surface of support them e ability to redu- by, and histori isignated assets ajor visual impa- tion of surface on the region assets. Providin ation of surface in-motorised trainant otorised mode could, howeve asures in design otorised mode could, howeve asures in design otorised mode could less elp encourage ral capital and	se pollution, w is required the n. ch, if lost, dama eas, preferably r, if large land orate green sp its to existing w to train station effect on the la ace and appea reased access y paying partic equire compon- nat could come impact of Poll . Larger scale ice flooding wa c landscapes h s. New transpo- nct, which can n's designated ng greater con is of historical h nsport will help of traffic in som s. Walkways a r, be vulnerable n relation to flo ult in negative forward and th d surfaces redu detrimental on a modal shift, I	which will also b re is potential f aged or segreg close to nega- take is require baces (e.g. foot walking and cy ns and bus stat andscape, prov- arance of an ai to towns and ular attention t ents such as s forward as a icy T26 on land infrastructure (ater run-off, wh but also on the rt infrastructure (ater run-off, wh buildings and r buildings and r buildings and r buildings and r bo reduce air ne areas could nd cycleways (the water env eading to redu- vices. Advance	enefit for habitat ated would tive impacts, d there is paths and cle paths tion has the vided the rea and villages o the treet fixtures, result on dscape and (e.g. masts illst smaller setting of e projects eritage s, however, allow monuments pollution, result in (including nd poor oice of water re needed to ald limit the ironment. ctions in air ements in

Policy Theme: Improving Local Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T25 SA Score:	+	++	++	?	-/+	-/+	-/+	-/+	-/+	+	-/+	-/+	-/+
T26 SA Score:	+	++	+	+	-/+	-/+	?	?	?	+	+ nerefore, impro	-/+	+
	especially in Climate Cha combination them more co overall. Depending solutions ma increasing G likely to affect by flooding o significant eff Soil, Land U waste generation on soil and la needed for 'n contaminated promote wast Noise and V in noise pollu increased lev measures (st	the city centre ange and Gree with public tran onvenient, pre- ending on the s y not have any HG emissions. the user exper r snowfall and fects in the futur se, Resource ation. There is and use, as it w nobility hubs' of d land/soil requ te minimisation ibration: The tion from the t yels of noise at uch as speed of	enhouse gase hsport modes, dictable, reliab solutions, there impact on GH Although this erience of all m discomfort through ure unless des and Waste: T also the poten yould result in the needs of airing remediat in and sustaina prioritisation of ransport networ	gion. s: Solutions for in accordance le and safe. A may be some IG emissions w is likely to be bodes of transpond bough high tem igned for and n the integration tial for develop the use of exis industry led s ion or removal ble use of mat f non-motorise ork. This is like '. Advancement mart phone a	or frictionless tr with the EEH reduction in the inherent incre- whereas the im minimal compa- port. Flooding, peratures. Wir managed prop and encourago ments coming ting land take olutions' and t and disposal erials. d modes and t ly to have add nts in technolo opps to alert roa	avel will help e user hierarchy ie use of the me ases or decrea plementation of ared to the mod snowfall and h th future trends erly. ement non-mo forward to ma whilst protection he potential imp but the opportu- the potential ad itional benefits gy and 'industi	encourage a m . This will be a otorised mode ases in GHG e of contactless j dal shift genera- igh temperatu s on climate ch otorised modes ake best use of ng greenfield la plications for s unity may exist dditions of new on health well ry led solutions	odal shift in tra chieved by ma s of transport, missions asso payment will re ated by friction res and wind a ange predictir a may result in f repurposing e and and high-coils, land use , where praction walkways and being, biodive s' have the potention	ansport with an aking the use o , at the bottom ociated with the equire material aless travel. Vu are all effecting more extrem less intensive existing infrastr quality agricultu and waste. Any cable, for upgra d cycleways wo ersity, natural ca tential to impro	increase in no of these travel of the hierarch eir implementa s, construction Inerability of the transport network the climatic con developments ructure, which ural land. It is no y works in brow ade works to no puld help enco apital and eco- ve noise pollur	on-motorised m modes and the ny, will likely red tion. For examp n, maintenance he transport net work already, for ditions, it is like , with less reso could result in not clear on the wnfield sites co euse existing m urage a modal system service tion, for examp) to reduce con	nodes perhaps interchanging duce GHG emi ole, behaviour and operation work to clima or example, de ely that there w ources and low a significant po scale and infra uld encounter naterials and th shift, leading t s. There may h le, traffic mana	used in between ssions change al energy, ate change is lays caused rill be more er levels of ositive effect astructure herefore



Table 3-9 – Rural Connectivity

Policy Theme: Rural Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T27 SA Score:	++	++	++	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
T27 We will work with partners to develop tailored solutions for our smaller market towns and rural areas that improve local connectivity, including exploring options for centres of mobility.	Population an solutions which significant posi- connectivity mi- modes such as themselves to providing audio Economy: Po- between marken needs of local/ Health: There other factors. The wellbeing and transport or pri- themselves to providing audio Community S the highest nut an increase the within rural area Biodiversity: potential to hav irreplaceable highest nut an increase the within rural area Proposals com Although mitig habitats provid Natural Capita constitute a sig impacts, could 'tailored' appro- necessarily res reduced noise services that c Landscape and wider region. T	h are consister itive effects. In ay see a shift is s footpaths and ensure this ob o visual required licy T27 support et towns will al frural business is considerabl The access to outcomes of fu- ivate car at pre- ensure this ob o visual required afety: Improvi- mber of fatalities e number of fatalities e number of fatalities e number of fatalities e number of sub- as. Interventions we significant re- habitats which, d solutions' wh sult in new roa- ning forward as ation and enha- led. al and Ecosys gnificant and p- mitigate or co- bach could mea- sult in new roa- and air pollution ould increase it townscapes. T	nt with the hier nproved connec- towards the pro- d cycleways. In- jective is met. ements of those orts economic lso improve eco- provide emp- e disparity bet services is a s- uture generation escent. It is not jective is met. ements of those ing connectivit es on the EEH- ustainable tran- to improve run- negative impact if lost, damag- hich could mea- ds and could I is a result of thise ancements are stem Services ermanent imp- mpensate for an that propos ds and could I on. There's po- the region's na- er. The promot neats such as- nay come forwa and landscape his could pres-	rarchy of user ectivity may also ioritization of ri- tis not clear if This could indo- se with sight loc growth throug conomic prosp loyment opport tween rural an- significant heal ons. Greater of clear if future This could indo- se with sight loc y between the d's roads occu- hisport modes, al connectivity cts on designa- ed or segrega- an that propos- ead to increas is policy could e likely to be p s: The EEH re act on natural natural capital als will be mo- ead to increas is nof developes are as a result on of developes are as a result es. The poten- ent opportunit	needs, this is is so help those is non-motorised future solution clude things su bas or hearing is h improved co- erity across the rtunities and en- d urban areas th deprivation connectivity co- solutions will p clude things su bas or hearing is e regions small r on rural road such as cyclin v have potentia ited and non-d ited would con- sals will be more sed sustainabil commit to deli roposed to ena gion has subst capital and ec- l degradation. re sensitive to sed sustainabil sign could inco- stock.	in line with the in more rural a modes which is will proporti- ich as design impairments. Innectivity, relia e region, helpi- nsure a strong in the EEH re- concern, Polici- ould help to ma- proportionate a ich as design impairments. market towns s, this policy c g and walking al to occur thro- esignated site stitute a signif- re sensitive to ity, which if de- ivering biodive able and stren- tantial areas o osystems if no It's not clear a rural settings ity, which if de- prorate green- sals in rural set iture, signage, , however, a 't e connectivity ad-	e Population an areas access the could help low onate and sup measures that ability and journ ing rural comm g and sustainab gion, with urbac cy T27 could he ake facilities ea and support all measures that and their rural could have posi- bugh green are- so of ecological icant and perm rural settings a esigned well co ersity net gain, gthen ecologic f Ancient Wood of compensate t this stage wh and the ecosys esigned well co f ancient Wood of compensate t this stage wh and the ecosys esigned well co f ancient wood of ancient wood of ancient wood of ancient well co are store (e.g. f	d equalities su e public transport income famili port all vulnera accommodate ney experience unities better no ble local econo in areas generate local econo accommodate in areas generate local econo accommodate in areas generate local econo accommodate in areas generate local econo accommodate in areas generate in areas generate local econo accommodate in areas generate in areas generate local econo accommodate in areas generate in areas generate in areas generate in areas generate in areas generate accommodate in areas generate in ar	ustainability ob port network, of es and those l able groups with a users of large e as a result of reach jobs and my. ally having hig the places in , particularly for oups within the e users of large could lead to b community sa er of cars on t and which could En region has on natural cap biodiversity. I ficial effects of e positive effe s, it may take s er irreplaceable ing natural cap elopments may it provides. De ficial effects o cycleways with ects on landsc t, which can h n that proposa	pjective and is enabling them iving in areas thin the region er sized electric f network impre- d services. Tail gher levels of of which people levels of of those who nevels of of which people levels of of which people levels of of those who nevels of of those who nevels of of which people levels of of those who nevels of those those who nevels of those who the region, which er sized electric tafety. Using the he roads. This d degrade, dar substantial and the roads. This d degrade and the roads. the roads of the roads of the roads of the roads the roads of the roads of the roads of the roads of the roads the roads of the road	expected to ha to access jobs of deprivation, n, which will de ic wheelchairs rovements. Imp ilored solutions deprivation in r live and work, nay not be able n will depend u ic wheelchairs and safer trans the user needs has a could help to mage or fragme eas of Ancient vstems. Howeve as a result of through reduce rsity, and could before new plat ch, if lost, dam reas, preferable d as a result of the tal and ecosysted wildflower points is could help to the sensitive to r access and ex	ave a potential and services. access free tra- pend upon the or mobility sco broving the cor could help to elation to healt improving heal e to access on pon the schem or mobility sco asport options. hierarchy, could improve comm ent habitats inc Woodland and er, the policy may ed noise and a d compensate f nting and spec aged or segreg y close to nega Policy T27, ho e policy may ne sem services th lanting) and pr cansport infrast ural settings ar polore the region	for Local ansports schemes boters and nectivity support th among th and foot, public les boters and Given that d result in nunity safety cluding d other aims to not ir pollution. losses. cies use new gated would ative bowever, a ot nrough ovisioner

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Policy Theme: Rural Connectivity	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T27 SA Score:	++	++	++	+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+	-/+
	Historic Envir but also on the transport infrast detracting from heritage assets stage what sor region's unique Water Environ However, deve as a result of F measures that Air Quality: Th reliant on privat approach may on air quality. Of still exist or even Climate Chan through the nui increase GHG transport mode significance for factors. This w ensure it can w system. With fur managed prop Soil, Land Usa brownfield site existing materii cycleways, the comprising use versatile land as Noise and Vib on the baseline transport, or th improved local approach could	e setting of othe structure project heritage asse s, however, if t t of development e townscapes here are limite the transport withe be sensitive to Conversely, if i en worsen. ge and Green mber of journe emissions. Ho es. This has the r a modal shift ould include with stand chrori uture trends or erly. e, Resource a s could encourt als and therefore re is potential e of natural reseand incorporate pration: Interve e noise environ is connectivity re-	er historic asse cts often requi ets and their un he design take and landscape EH region has as the region a vever, a 'tailoro otect the water d local facilities hich contribute o localised air improved local house gases eys and require ovever, the im e potential to r towards public hether the exis- nic and acute of n climate chan and Waste : The neter contamina- ore promote w that this could sources and ge e design meas rentions to imp- ment. Howev-	ets such as so re component nique setting, es into accour e forward as a es. Providing g a wide range tre likely to res ed' approach of environment s and fewer pres to air pollution pollution issue connectivity of s supporting p e appropriate of provement in reduce GHG ec c transport wo sting/new infra effects of clima ge predicting he impact on s ated land/soil of aste minimisa result in the le eneration of w sures that coul prove rural cor er, this policy nd cycleways, d motorised tr	heduled moni s such as stree if designed ina- it the character result of Policy reater connect of Flood Zone sult in modifica- could mean th and prevent th ublic transport on. It's not clear sult in the policy revolves arour lanned housin built environm the strategic the missions. Alth uld provide a astructure is in ate change (e. more extreme oil, land use, no requiring reme tion and sustant of land, in aste. A 'tailore d help minimi mectivity such will be highly of there are opp ansport (e.g. no	uments, listed b et fixtures, ligh appropriately. In r and setting, t cy T27, however etivity may allow es, therefore, and tions and discl at proposals where risk of floodi services in sol ar at this stage results in increase of motorised transformed to a growth and e ent (e.g. offices ansport infrast lough the cons decrease in GH vulnerable are g. future precip climatic condit esource and we diation or remo- inable use of m cluding 'Best a d' approach co se waste and s as the introduct optimities for tr oad upgrades	buildings, histo ting, furniture, nsensitive des here may be of er, a 'tailored' is wheritage ass my development harges to wate ill be more sen ing. me rural areas e what sort of of eased levels of ansport (e.g. r economic actives, housing and ructure and co truction of any HG emissions eas, the resilie bitation and te ions, it is likely vaste is depen- boat and dispon naterials. Cor nd Most Versa- build mean that eek sustainab ction of new tr n the types of affic noise to and dualling)	bric parks and signage, and signage, and sign and large opportunity to p approach coul et to become in and propose ercourses. It's histive to rural s of the EEH re developments of active travel oad upgrades vity will likely b d retail facilities onnectivity solu d evelopments. The vulnerab ince of the des imperatures). T y that there will dent upon the bal but the opposals will be resources. ansport infrast proposals that be significantly there's potentia	gardens, cons maintenance land take coul protect and en d mean that pr more accessib als taken forwa not clear at th settings and th egion, therefor may come for and / public tra and dualling) ring more peo s). The develo utions will likel s would result ility of the tran- ign, the mater The climate ge l be more sign proposals tha portunity may policy resulted al land. Futured l be more sense tructure to the t will come for r reduced. How al that that loc	ervation area equipment, th d result in neg hance distinct roposals will b le, presenting ard will have t is stage what he region's wa e, many indiv ward as a res ansport, there's potent there's potent ple to an area pment and op y encourage a in an increase sport system ials used and nerally negati ificant effects t come forwar exist, where p d in the constri- sitive to rural s rural environr ward. If greate wever, the intra alised noise p	s and undesignation and undesignative effects of a second	nated assets. I major visual in on the region's ssets. It's not ive to rural sett ism opportunit ones into cons pments may c ent and incorpo these areas w 27, however, a significant pos calised air pollu- perational GHC built environme om other, high ssions, the pote would depend nce of infrastru- e operation of f inless designe f this policy. An upgrade work roads, footpath n larger scale of e region's best otential for adv was provided rge mass trans	New hpact, designated clear at this tings and the ies. ideration. ome forward orate design ill be heavily 'tailored' itive effects ution may G emissions ent will likely er emitting ential on several cture to the transport d for and hy works in s to reuse hs and construction, t and most verse impact by public it or if

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Table 3-10 – Connecting to Global Markets

Policy Theme: Connecting to Global Markets	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T28 SA Score:	+	++	-/+	+			-	-	-/+			-/+	
T29 SA Score:	+	++	+	?	-/+	-/+	-/+	-/+	-/+	-/+	-	-/+	-
T28 We will work with infrastructure owners/operators, Network Rail, Highways England and the Government to improve public transport connectivity to international airports in order to reduce the environmental footprint of their operations, with priority given to: • Luton Airport – with a focus on improving travel opportunities via services on the Midland Mainline, and ensuring the right level of service and capacity on the Direct Air Rapid Transit service (DART) • Heathrow Airport – with a focus on improved interchange and connectivity via the Old Oak Common transport hub, and through delivery of Western Rail Access to Heathrow	objective, trar connectivity v those more d fair pricing, de impairments. (visual or aud Economy: As Luton may en the region, su presents tour improvements services, both Health: Both transport or p greater connect to employmen private car, w groups within larger sized e international a expansion of schedules, th Community a more attrac of airport park transport, how safety, by ens- transport links	nsport develop will help those eprived comm esign measure Development io), neurotypic s one of the we able greater e upporting furthe ism opportunit s. Improving the from inside a policies could rivate car at p ectivity, which at can have be ith the potentis the region, we lectric wheelc airports, suppo- both Luton an is could result Safety: Impro- tive option to t king could help wever, mitigati- suring a univer-	ments could h living in more r unities, which y is that accomm will need to en- cal (dyslexia dy orld's leading e conomic oppo er economic opp	elp to increase ural communiti will depend on nodate users of sure that they is spraxia, autism economic regio rtunities for the owth, provide of on. Policy T29 along key inter he region. er connectivity, eliable public tra- ide greater acco on health and pollution, which d upon the sch y scooters and on industry wh ay see an increa- rcraft during ar esport connection of vehicle re- t in place to en across the region	the capacity, ies gain greated the projects co f larger sized e are accessible n etc), mobility ns, the continu- region, allowi employment of supports ecor r-regional corr which could h ansport option cess to jobs, si wellbeing acro- th has health b emes themsel providing aud ich has the po- tase in flight nu- thisocial hours ons to both He ducing levels of elated crimes. Isure that incid ons. Data shar	ectivity, which is connectivity an er access to job oming forward a electric wheelch to all groups to ystability issues ued success is ing businesses portunities and homic growth the idors will also in help to make face is may also red ervices, recreat oss people's live benefits on the lives to ensure the itential for signifi- umbers and the ywhich could left eathrow and Lu of congestion or There may be lents are minim- ring across the eds' however, it	d efficiency of bs, services and as a result of th airs or mobility o enable every s (Parkinson's, dependent upor to grown natio d ensure a stro mprove econor cilities easier to uce stress and tion and open s res and protect region's popula this objective is ements of those ficant negative and to lack of q ton (Policy T28 on the roads aro some additional ised. Improvin regions could	the transportation d facilities. It is his policy. How y scooters and rone to experie MND, Hodgkin on being conne- tong and sustain and sustain ed connectivity mic prosperity b access, partic d anxiety broug spaces, which is against social ations. It is not se with sight low effects on hur routes and ap juality sleep an B) could result bund Luton and al concerns ov- g inter-regional lead to increas	tion network to a not clear whe vever, mitigatio /or include aud ince the potent n's). ected globally. nationally. The nable local ecc , reliability and across the reg cularly for thos pht on by train all have benefind al exclusion. In clear if future ild include thin ss or hearing in man health. Gr proaches to act d increased le in improved co d Heathrow and er passenger st al connectivity (sed safety, mote and the clear in the connectivity (sed safety, mote and the clear in the clear is and connectivity (sed safety, mote and the clear is the clear is and the clear is and connectivity (sed safety, mote and the clear is and the clear is and connectivity (sed safety, mote and the clear is and the clear is an is an is an is an is an is an is a	e support future ther both polici in could ensure dio visual requi itial benefits sur- providing great se opportunition onomy. Greate journey exper- ion, helping ru- se who may no and bus delays icial effects on ivestment into solutions will p gs such as des mpairments. P eater connecti commodate in vels of stress a ommunity safet d the use of or safety, with reg (Policy T29) cor-	e demographic ies will ensure e that new trans- rements of those ch as those with ater connectivity es could also a r connectivity to ience as a resu- ral communities t be able to acce s to some. Both both physical a public transpor- proportionately sign measures olicy T28 aims vity could supp icreased capace and anxiety. ey. This could m and offsite pa pards to rising co- puld have benefits sportation, and	changes. Great inclusivity and sport developrise with sight lo h sensory imp y to both Heath ttract more bus o Luton and He alt of network s better reach cess on foot, p n policies will re and mental he t will reduce re support all vult that accommo- to improving o ort potential fu- tity. Depending nake using put rking. Reduction rime rates on ficial effects or I better inter-m	ater support nents include oss or hearing airments nrow and sinesses into eathrow also jobs and ublic esult in alth. Access eliance on the nerable date users of connectivity to iture g on blic transport ons in the use public n community nodal

Policy Theme: Connecting to Global Markets	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T28 SA Score:	+	++	-/+	+			-	-	-/+			-/+	
T29 SA Score:	+	++	+	?	-/+	-/+	-/+	-/+	-/+	-/+	-	-/+	-
T29 SA Score: T29 We will work with relevant Sub-national Transport Bodies, as well as Network Rail and Highways England, to prioritise the development of proposals that enable improved connectivity along the key inter-regional corridors: priority will be given to identifying solutions to future needs on the following corridors: • Swindon/Southampton – Reading – Didcot/Oxford – West Midlands • London – Luton – Bedford – East Midlands	Biodiversity: transport con which can ha and rail devel developments net-gain. Larg incorporate p Natural Capi constitute a s could mitigate potential that natural capita Improved put to shift to rail negative effect Landscape a reducing cong lighting, furnit and setting of supporting the Heathrow ma high landscap being access opportunities the tourism at Historic Env the setting of in the degrad increase in po assets. Conv of Policy T29 some smaller designated he policies have	Policy T28 ai nectivity has p ve positive eff opments can s and proposa ge railway or re lanting and gro- tal and Ecosy ignificant and e or compensa design could i l stock. Policy olic transport c which can hav cts on the regi and Townscap gestion and have ure, signage, e aviation indu y see an incre- be value (e.g., and explore the to generate and the econom ironment: The ation of surface ublic transport eaviation for surface ublic transport existing road e aviation indu y see an incre- be value (e.g., and explore the to generate and the econom ironment: The ation of surface ublic transport ersely, the sup are unknown footpaths and potential to in onment: The for v roads and rate	ms to improve otential for imp ects. However, have negative ls as part of Po bad developme een space to e ystem Service permanent imp ate for natural of ncorporate gre T28 aims to in onnectivity has ve positive effe on's natural ca be: Landscape aving a potentia and maintenants, but in general stry which has ease in flight nu AONBs) disturn he region's uni- ctivity and vital modes can has port of the avia and the extent d cycleway sch ; however, if th crease connec EEH region has ailways to impro-	connectivity to provements in the policy in p impacts on bio plicy T29 are u ents have the p ncourage biod s: The EEH re- pact on natural apital degrada en spaces (e.g. nprove connects apotential for in cts on natural pital and ecosy s and tranquill al benefit on th ice equipment al new highway the potential for instand help de be a negative in scheduled mo buildings and ve positive imp ation industry to of effects on t emes could be e design takes tivity across th s a wide range by connectivity	o international a air quality throu- part supports the odiversity, in ter- nknown and the potential to resu- iversity. egion has subsi- capital and ec- ation. Large rail g. footpaths an etivity to interna- mprovements in capital and ec- ystem services ity are under p- re tranquillity of , which can have ys have a nega- for significant new y have a nega- for significant new y and the sense and townscap- efine the charace mpact on herita- pacts through Policy he historic envi- e less significant in to account t e region and c of Flood Zone ty across the re-	airports, which ugh reduction of the aviation indu rms of habitat lo re extent of effe ult in large land tantial areas of cosystems if not lway or road de d cycleways wi ational airports, in air quality thr psystem service	could result in of emissions du stry which has oss, fragmenta ects on biodiver take, whilst so Ancient Wood compensated evelopments has thin incorporat which could re- ough reduction es. However, the evelopment thre wever, new tra- al impact. Inve- landscape and on tranquillity. proaches to ac- h policies have ment of a new ment distinctive an new roads and f pollutants em- n city centres, a lt in an increas haven. Large sets. Insensitive disting the pore people be- ny development to result in mo	a reduction of le to promotion the potential f ition and noise rsity are unkno ome smaller fo land and other for. Enhancin ave the potenti ted wildflower p esult in a reduct no f emissions ne policy in par roughout the re- insport infrastru- stment in the re- stment in the re- st tranquillity. Po- commodate into a potential to in routes brings to the surrour- nated into the a and improving se in air pollution railway or roa ve design and re- may be oppo- ing access and the and proposal difications and	journeys made of public trans or significant n impacts, partic own, however, a otpaths and cy r irreplaceable ng natural capit al to result in la olanting) and p etion of journey due to promoti rt supports the egion. Public tra- ucture projects road network m olicy T28 aims ectivity could s creased capac crease connect with the poten nding areas an articularly on bu- servation area atmosphere on the local air qu on. The exact s d development large land take of explore the re-	e to Luton and sport and less negative effects cularly during of all proposals h releway schem habitats which tal in other are arge land take provisionery se is made to Luto ion of public tra- aviation indus ansport enhan often require hay result in op to improving of upport potentia- ity. This could ctivity across th tial for positive dathe wider re- uried archaeolo is and undesig materials is si ality, which ca scale and types to have the po- e could result in ect and enhance d will have to to watercourses	er road freight t s on the region construction. T ave the potenti es could be les , if lost, damag as, preferably of and biodiversit rvices that could on and Heathro ansport and les try which has the cements can tak components su portunities to i connectivity to i al future expan result in low fly he region and co development. gion. This in tur- pagy and historic nated assets. A gnificant and o n have positives s of development in negative effec- tential to result n negative effec- ce distinctive he historic environ ake these zone Policy T29 co	orts by car. Im traffic due to sh is biodiversity. The exact scale ial to deliver bi as significant o red or segregation close to negation y loss, however ld increase the ow Airports by ake cars off the ake cars off the ach as street fix mprove both la nternational ai sion of both Lu- ving aircraft over could result in the Policies could rn could have be Air pollution is ften irreversible impacts on the region of the region of the region of the region of the region of the region of the region of the region of the region of the r	hift to rail Highways and types of odiversity r even ted would ve impacts, er, there is region's car. In traffic due r significant e road, ktures, andscape rports, iton and er areas of more people present beneficial on out also on a key factor e. An eritage sals as part ake, whilst on's Both eration. bstantial
	Air Quality: I improved pub to shift to rail. unclear on the	Policy T28 aim lic transport c However, imp e types of prop	onnectivity has proving connectors posals that may	onnectivity to i potential for in tivity to interna y come forward	international ai mprovements i ational airports d as a result of	rports the end n air quality thr also supports t Policy T29. If t ver, through im	ough reductior he aviation ind he policy resul	n of emissions lustry which ha It in road netwo	due to promoti as the potential ork developme	ion of public tra I for significant nts it is likely e	ansport and les negative effec nable greater o	ser road freights on air pollut capacity and, t	nt traffic due on. It is herefore, will

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Policy Theme: Connecting to Global Markets	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T28 SA Score:	+	++	-/+	+			-	-	-/+			-/+	
T29 SA Score:	+	++	+	?	-/+	-/+	-/+	-/+	-/+	-/+	-	-/+	-
	Climate Cha associated w increase in G increase in th GHG emissic aviation indus existing rail a transport sys from vehicles would depen- ensure it can system. With managed pro Soil, Land U land take of s minimisation may exist, wh routes, could help to prese is a new rout Noise and V health. Great accommodat stress and ar potential at c	inge and Gree ith travel to an ith travel to an ith gemissions be operational ons over the op stry which has and road infras tems (road us s. However, the d on whether t withstand chr future trends operly. se, Resource schemes that of and sustainab here practicabl result in the lo result in the lo result in the lo result in the lo result in the lo re connectivity e increased ca nxiety. Greater ertain location	enhouse gases of from the airp s through the ca GHG emission perational lifecy the potential for tructure will resers and rail flee rough improvin the existing/new onic and acute on climate cha and Waste: A come forward a le use of mate le, for upgrade oss of land, incles ources throu cy T28 aims to a could support a pacity. Depen- connectivity p s to for an incre	s: Improving p ort by encoura arbon associat s in increasing role by encour or significant n sult in an incre et). Developme g the road net v infrastructure effects of clim nge predicting Any new road s a result of P rials. Any work works to reuse uding 'Best ar igh the repurp improving con potential future ding on sched rovided by put ease noise lev	ublic transport aging the use of ed with the con- get with the con- get is number of aging a modal egative effects ase in GHG en- ent in the road work, levels of e is in vulnerab- late change (e. more extreme or rail developr olicy T29, but of e existing mate- not for the the the more extreme of the the the the existing mate- not for the the existing of existing nectivity to inte- re expansion of ules, this could olic transport w els beyond sta	uce air pollution connectivity to of transport mod nstruction, mair f journeys on of shift from other a. In which case nissions throug network is likely congestion may ole areas, the re- g. future precip e climatic conditional ment will result opportunities m d sites could end erials and therefore a sites could end erials and therefore and infrastructure ernational airpoor f both Luton and result in low fly ill help to reduct tutory limits, if a be additional bo	international a les higher up t itenance and f ther networks ther networks this would res this would res the carbon a venable greate y decrease wh silience of the itation and ten ons, it is likely in the use of ra ay exist, where counter contar fore promote w land. Policy T2 . However, the ts, supporting d Heathrow m ving aircraft du e traffic noise; additional route	airports has the the EEH user h from the operation (e.g. the rail ne ng transport m sult in a signific associated with er capacity and inch would redu- ent wo	e potential to ha hierarchy. However tional use of the etwork). However odes. Improvin ant increase in the construction d, therefore, windle uce GHG emission aterials used in he climate generations be more signified It is not clear of for works to react oil requiring react tion and sustain rove travel opper- estern rail accession hours, which he hours, which of oilicy T29 result	ave a positive of ever, developm e transport sys- ver, the improv- og connectivity of GHG emission on, maintenan Il allow for mor- sions from veh of construction erally negative icant effects in n the scale of use existing ma- mediation or re- inable use of no portunities on the sto Heathro- as the potentia umbers and the could lead to la- ted in the intro-	effect by reduction of infrastru- stems. There were to internationation of these to internationations. Solutions to ce and from the re road users, it incles. The vuln and the mainter by effects the of the future unle development, I aterials and the emoval and dist naterials. Convine existing Mid w is likely to be all for significant e need for new lock of quality sid duction of large	t negative effe vill again transition of the product of the peration of the pe	It in an be an Id reduce supports the or on ise of the G emissions infrastructure structure to transport or and ture and the e waste opportunity action of new which could hsive as this cts on human oproaches to ased levels of there is



Table 3-11 – Realising the Potential for Rail Freight

Policy Theme: Realising the Potential for Rail Freight	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T30 SA Score:	?	++	-/+	++	-/+	-/+	-/+	-/+	-	++	+	-/+	-
T31 SA Score:	?	++	-/+	+	-/+	-/+	-/+	-/+	-	++	+	-/+	-
T30 We will work with Network Rail and all relevant Sub- national Transport Bodies to develop proposals that increase freight on the rail network with priority given to the following corridors: • Felixstowe to Nuneaton • East West Railway • Southampton to West Midlands	across the reg could be creat Economy: The companies air the region is li subsequent por Health: Increat EEH region. In However, at the conveyance of access to hou during the night of noise during Community Sthe region. The network for bod opportunities of Biodiversity: likely to occur value. The EE on biodiversity could commit positive effects Natural Capit a significant a infrastructure. potential to im and species u	ion. However, ied. The conver- ie Heartland is eady operating kely to contribi- opulation grow ases in rail for increased conn- his stage, it is in f construction sing can help in th. Transportat g antisocial ho Safety: Given the e increase in the the motorised as could also attra Both policies of through green H region has so Although mit to biodiversity s on biodiversity s on biodiversity al and Ecosys and permanent The scale (ler pact on design se new habitat	at this stage, in evance of const uniquely place g national distri- ute to economi- th across the re- freight transpor- ectivity, and im- not clear on the materials and a individuals and tion noise has a urs, which could that HGVs are he use of freigh and non-motori- act more busine could result in s a areas and farr substantial area ingation and en- net gain, which ity through the stem Services impact on natu- nated and non- ts provided. He	t is not clear on ruction material ed to benefit fror bution centres I c growth across egion. Transpor rt could have be proved freight i a number of pote aggregates (Pol families build a adverse effects d lead to lack o responsible for nt may also help sed users. Strat esses into the re- substantial deve mland has the p as of Ancient W nancements are n has potential t reduction in air : The EEH regi ral capital and o designated sites powever, develop	the number of ls and aggrega m growth in use here. The EEH s the region. The tation of goods eneficial effects infrastructure, h ential freight de icy T31) could a better quality of on sleep struct f quality sleep a more fatal incide to to reduce to the tegic Rail Freig egion, supporting elopment of bot potential to degre oodland and ot e likely to be pro- o contribute por pollution, from on has substar ecosystem servi- railways lines, l s of ecological oment could co	potential freight tes (Policy T31 e of rail freight g l economy is do ne conveyance on railways ca on air quality a has the potentia evelopments that help to support of life, access s ure and is linke and increased l dents on the roa otal number of ht Interchanges ing further econ h railway lines, rade, damage of her irreplaceat oposed, it may sitively to the r the modal shift tial areas of Ar vices. Both poli likely to occur t value. Although mmit to biodive	It developments given it is at the ependent on but of construction an often run dur and noise as we al to stimulate e at will come for thousing growt services they ne ed to cardiovasc levels of stress ads, the transiti vehicles on the s can contribute iomic growth, put take several ye region's biodivel from road to ra- ncient Woodlan icies could resu through green a h mitigation and ersity net gain, v	s that will come support housing heart of the 'G sinesses and p materials and ing the night. ell as road safet conomic growth ward as a result h and subseque eed and gain gro- cular disease. If and anxiety. on to freight is I roads, reducin to safer, clean rovide employment sitats including p ch, if lost, dama ears before new rsity and could il. d and other irreal tin substantial reas and farmla d enhancements which has poter	forward as a re g growth and s olden Triangle beople having a aggregates (Po y, with a poten h in the EEH re t of this policy a eater independ Dependent upo likely to improv g levels of com- ber and more efficient opportunit t infrastructure. Dotential to imp aged or segreg planting and s ensure adequa eplaceable habit development of and has the po s are likely to b batial to contribut	esult of this polubsequent pop diversion of this polubsequent pop diversion of the pole diversion of the pole	yment, supporti licy and the pote bulation growth a with many of the s. Increasing the d help to support in the number of puld increase action al number of job the region. This bortation of goods abling, there is p ducing the total r directly improving by transferring re- a strong and si math and linear ated and non-de- notitute a signific w habitats provi- compensation. Dist, damaged or lines, interchan- ade, damage or may take severa the region's bic in air pollution, f	ential number o across the region world leading d e access to freight thousing grow vehicles on roa cess to jobs and bos that could be could provide g ootential for increase outential	f jobs that on. listribution ght across th and ads in the d services. e created. The greater an often run eased levels miles across the road ail. These economy. ailways lines, of ecological nent impact development ial for indirect puld constitute quent ats including new planting ould ensure

Policy Theme: Realising the Potential for Rail Freight	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T30 SA Score:	?	++	-/+	++	-/+	-/+	-/+	-/+	-	++	+	-/+	-
T31 SA Score:	?	++	-/+	+	-/+	-/+	-/+	-/+	-	++	+	-/+	-
 T31 We will work with Network Rail and all relevant Subnational Transport Bodies to maximise the conveyance of construction materials by rail with priority given to the following corridors: Midland Main Line – providing access into the region from aggregate sources in the Midlands Great Western Main Line – providing access into the region from aggregate sources in western England and Wales 	could reduce to tranquility are and more rura also have a m landscape. Historic Envir reduce the lew potential for po- centres, reduce equipment, wh archaeology, H and undesigna Water Enviro development a impermeable s risk and choice risk of flooding Air Quality: T implications for road transport quality emission Climate Cham Strategic Rail construction, r number of jour transport mod shift generated design, the ma temperatures) there will be m Soil, Land Us where practica interchanges, works to reuse	he level of nois under pressur l parts of the re- ajor visual imp ronment: Roa el of noise fror ositive effects of ing these impa- nich can also h nistoric landsca ated assets. nment: The E across the regis surfaces, which e of materials. g, as per the su he constraints or their operation and is crucial ons of the over rge and Greer Freight Interch naintenance a rneys on the ra- es could reduced d by shifting fre- aterials used ir . The climate g nore significant re, Resource a able, for upgrad could result in e existing mate pration: Efficience crease noise labor of noise dur	se from HGV tra- re from develop egion. New tran- pact. Rail freigh d freight travel m HGV traffic of on the historic of acts on Listed E lave a major vis apes and a pot EH region has on is likely to re- h could subseq The modal shi ustainability obj on rail connec on and carbon of in delivering si- rall transport ne house gases: anges will required the modal shi ustainability obj on rail connec on and carbon of in delivering si- rall transport ne con struction a generally negat t effects in the f and Waste: And de works to reu- the loss of land erials and there ent rail travel has evels, where ne ring antisocial h	travel can have affic on the regionent throughout insport infrastruct t interchanges of can have negate on the region's re- environment throughout suildings. New suildings. New sual impact, that ential impact, that ential impact on a wide range of esult in modifica- juently result in it for m road to ra- ective. tivity between F emissions. Inve- gnificant reduction to rail from road to ra- ective. tivity between F emissions. Inve- gnificant reduction is solutions to indo- uire the develop erational use of wever, the impro- ons over the oppo- s to rail. The vul- and the mainten- ively effects the future unless de and the mainten- tively effects the future unless de and the mainten- sioner promote war as the potential the mours, which cour- y which could be	on's roads and at the region, a ture projects o ould be suitab ive impacts on bads and lesse ough the reduce transport infrast has the poten the setting of Flood Zones, tions and disc ncreased leve ail could help the elixstowe and stment in rail f ons in pollution d result in add crease freight of ment of new of the transport so ovement of the erational lifecyon nerability of the ance of infrast operation of the signed for and nfield sites cou- erials and ther at and Most Ve aste minimisati o reduce noise d interchanges ild lead to neg	I lessen the imp ind new linear for fiten require cor le located away a the historic en- en the impact of ction of noise ar structure projec- tial to erode the other historic as therefore, any of harges to water ls of flooding. T he region contri- the Golden Tria reight will realis on the rail network, pa- cle. The impact e infrastructure ructure to ensur- ne transport sys- managed prop uld encounter co- efore promote wa- structure impacts of a reintroduced ative impacts of	vironment, due nponents such a rfrom areas of vironment, due HGV movemend air quality eff ts often require e townscape ch ssets such as s development an courses. Rail f here could, ho bute less to cli angle of Logistic te benefits on t in. A modal shi for health, biod ork, maximise the frastructure. The ight fleet). The articularly if it in of an increase would depend re it can withsta- stem. With future ontaminated la waste minimisa- ural land and da able use of mail of the reduction in the health an	by ements throu s railway lines of as street fixtur high landscape to disruption of onts through sor fects. In particu- components s haracter and the scheduled mont and proposals tar reight interchar wever, be the of mate change, t cs places additi he strategic roa ft from road to r diversity, water the conveyance is will result in re will also likel in emissions fr on whether the and chronic and re trends on clir nd/soil requiring tion and sustai amage soils ad terials.	gh some of the can have negatives, lighting, fur- evalue and be f setting caused me of the Regional ular there will be uch as street file setting of buil- uments, listed be ken forward will opportunities to hrough the redu- tional pressure of ad network. Ra- rail is likely to he environment ar- e of construction an increase in a y be an increase cation of the ro- rom construction e existing/new i d acute effects of mate change pu- g remediation of nable use of ma- jacent to the ra- se and easement construction. D	Region's town tive impacts on niture, signage designed to mi d by noise, then on's towns and e less vibration xtures, lighting t heritage and to ouildings, histor II have to take to aution to GHG on our strategic include adapta uction to GHG on our strategic il transport ger help reduce HG nd natural capit n materials by n GHG emission se in the operation of climate chan redicting more or removal and aterials. Conve il line. Opportu	as and villages. I and scape set and maintena inimise their import refore, a modal villages. Efficie if freight is more furniture, sign there may be a ric parks and ga these zones int al land take and ation measures emissions, which c road infrastruct erally has a fer V road traffic ver tal and ecosyst rail and support s through the c tional GHG emit the modal shift e outweighed with a in vulnerable a lage (e.g. future extreme climati disposal but the ersely, construct nities may exist n. However, the n freight timetal	However, lands ing, especially nce equipment, bact on the surr shift to rail freight not freight move ved away from age, and mainte particular impa- ardens, conserv o consideration introduction of in design relation ch indirectly con- cure, with conserver the development arbon associated ssions in increas the development arbon associated ssions in increas the resultion and c conditions, it e opportunity me the poten precipitation and c conditions, it	scapes and for AONB's , which can rounding ght could ment has the urban enance lot on, buried vation areas . However, hard standing on to flood uld reduce the requential pacts than reduce air ent of ed with the asing the her emitting g the model ence of the id is likely that hay exist, ites and able, for tial at certain otential for

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Table 3-12 – Strategic Freight Interchanges

Table 3-12 – Strategic Freight Interchang	nanges												
Policy Theme: Strategic Freight Interchanges	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T32 SA Score:	?	++	-/+	+			-/+	-/+	-	++	+	-	-
T32 We will support the development of Strategic Rail Freight Interchanges where they support the ambition of this strategy	Heartland, wh future population number of job Economy: The see more con- businesses. The Health: Policic could present exclusion. Ho upon freight the Community Stacross the reg- road network Biodiversity: to occur throut value. The EE impact on bio development potential for in Natural Capin nature of new non-designate constitute a sinew planting and could ensisi modal shift from Landscapes and especially for maintenance minimise their Historic Envir	hich could provi tion growth acro os that could be the EEH econor inpanies reloca The relocation of the relocation of the relocation of the relocation of the relocation of the relocation of the relocation of th	ide further emproses the region. e created. my is dependent ting their distribu- of distribution of ential to result in portunities acro- velopment of ra- re is potential for that HGVs are ase in the use ised and non-m- uld result in su s and farmlance substantial are- bugh mitigation to biodiversity ra- effects on biodiversity ra- effects on biodiversity ra- biodiversity co- stem Services hikely to occur logical value. To permanent imp- se new habitats biodiversity co- de: Road freight are under press- nore rural parts ich can also ha- e surrounding la- ad freight travel m HGV traffic of eacts on the histi- acts on Listed nave a major vi-	bloyment oppor However, at the nt on business pution centres is centres may als in both positive oss the region. ail interchanges for increased left responsible for of freight may notorised users bstantial devel thas the poten as of Ancient V and enhancen het gain, which diversity throug s: Policy T32 c r through green he EEH region act on natural of s provided. Ho mpensation. The ht travel can hat a HGV traffic or sure from deve s of the region. ave a major vis andscape. I can have neg on the region's oric environme Buildings. New isual impact, the	rtunities within his stage, it is in es and people in the Heartlan so help to supp e and negative Access to emp s may have ne evels of noise of r more fatal inc also help to re s. Strategic Ra opment of both tial to degrade Voodland and hents are likely has potential in areas and far has substantic capital and ecc wever, develop here is potential to the region's re lopment throug here is potential ative impacts of roads and less nt through the v transport infr- iat has the potential to the region to re	ndustrial storage the region. The not clear on the having access d, which could port other existin effects on healt oloyment can ha gative effects o during antisocia cidents on the re duce to total nu il Freight Intercl n the interchang of the proposed to contribute poin n in air pollution ubstantial deve mland has the p al areas of Anc osystem service pment could coi al for indirect point infrastructure point infrastructure point on the historic e sen the impact of reduction of no astructure proje ential to erode t etting of other h	ese could prese number of rail to goods. The s provide further ing businesses with. The develop ave beneficial e in people's hea I hours, which d bads, the transi imber of vehicle hanges can could ge sites and sul gment habitats able habitats which d, it may take s istively to the r h, from the mod lopment of both potential to deg ient Woodland es. Although mir mmit to biodive positive effects o cape and town in the impact of h, and new line projects often real anges could b invironment, du pot HGV movem ise and air qua ects often requi he townscape of	ent opportunitie freight intercha shortage and c employment o within the region oment of rail free effects on healt lth, through ind could lead to la ition to freight i es on the roads including pote hich, if lost, dar everal years be egion's biodive lal shift from ro h the interchan grade, damage and other irrep tigation and en ersity net gain, n natural capita scape, due to c HGV moveme ar features suc equire components character and t	s to those rura anges that will ost of land-sup portunities win n, providing op sight interchang h and wellbein creased noise p ck of quality sl s likely to impro- s, reducing leve r, cleaner and ay lines. The su ential to impact maged or segre efore new plan rsity and could ad to rail. ge sites and su or fragment has blaceable habit hancements a which has pote al and ecosyste disruption of se nts through so th as railway lir ents such as si ted away from of setting caus ome of the Re particular there is such as street the setting of b	I areas to gain come forward oply for industri- thin the region oportunities to ges and the po g across peop pollution and re- eep and increa- ove safety by re- ls of congesti- more efficient cale (length) and on designated egated would of ting and speci- ensure adequ ubsequent railwa bitats includin ats which, if lose re likely to be p initial to contrib- em services th titing caused b me of the Reg- ness can have re- treet fixtures, li areas of high I sed by noise, t gion's towns a will be less vit t fixtures, lighti- uilt heritage ar	better access i as a result of th ial storage and , at both the int grow regionally tential relocation le's lives and p educed levels of ased levels of s reducing the tot on and indirection freight by trans ind linear nature d and non-designed constitute a signed ate biodiversity way lines. The s is use new hat in a biodiversity way lines. The s g potential to in st, damaged or proposed, it manute oute positively to rough the reduce of y noise, therefore in st towns and herefore, a more in d villages. Effi- pration if freight ng, furniture, si- nd there may be	to employment, his policy and the distribution in L erchanges and and nationally on of distribution rotects against f tranquillity. Det tress and anxiet al number of lo y improving the ferring road frei e of new railway mated sites of e hificant and per pitats provided. y compensation scale (length) a npact on design segregated wo y take several y o the region's b ction in air pollu- pre, a modal shi l villages. Howe s on landscape e, signage, and a and be design dal shift to rail f cient freight mo is moved away gnage, and ma e a particular im	supporting he potential condon may the relocated in centres social ependent ety. rry miles esafety of the ght to rail. vs lines, likely ecological manent However, There is nd linear hated and build years before iodiversity ition, from the ift to rail ever, esetting, hed to reight could powement has y from urban intenance iopact on,

Policy Theme: Strategic Freight Interchanges	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T32 SA Score:	?	++	-/+	+			-/+	-/+	-	++	+	-	-
	Water Enviro However, devi hard standing relation to floo indirectly cou Air Quality: It to rail is likely water environ Climate Cha This will resu There will als it includes ele increase in en would dependent ensure it can system. With properly. Soil, Land U where praction interchanges works to reus Noise and V certain location potential for in	velopment acro g impermeable od risk and cho ild reduce the r Rail transport g to help reduce ment and natu inge and Gree It in an increas to likely be an i ectrification of t missions from d on whether th withstand chro future trends of se, Resource cable, for upgra , could result in se existing mate ibration: Effici ons to increase ncreased level	EEH region hat bass the region is surfaces, which bace of materia risk of flooding, generally has a e HGV road tra- ural capital and nhouse gases he in GHG emis increase in the construction is he existing/new base and acute on climate char and Waste: A ade works to re- in the loss of lar erials and there ent rail travel h is noise levels, is s of noise during	s a wide range is likely to result ch could subsect ls. The modal s as per the sus a fewer negative affic volumes, h l ecosystem set sions through operational GH k, and the moda likely to be out v infrastructure effects of climating ange predicting mand, including 'B efore promote v has the potentia where new railing antisocial ho	It in modification quently result in shift from road tainability objet e impacts than elp to reduce a rvices. Support the det the carbon ass IG emissions i al shift from oth weighed when is in vulnerable the change (e.g more extreme of ownfield sites of aterials and the est and Most \ waste minimisa I to reduce not routes and inte ours, which cou	s, therefore, and ons and discharge to rail could help ctive. road transport a air quality emiss velopment of St sociated with the n increasing the e areas, the res g. future precipit climatic condition could encounter erefore promote /ersatile' agricu ation and sustai ise pollution thre erchanges are in uld lead to nega be beneficial for	ges to watercou- els of flooding. p the region co- and is crucial in- ions of the ove rategic Rail Fre- e construction, f e number of jou ing transport m e model shift ge- silience of the d action and temp ons, it is likely the r contaminated e waste minimis ltural land and on nable use of ma- ough the reduct ntroduced, this tive impacts on	urses. Rail freig There could he ntribute less to a delivering sign rall transport no eight Interchang maintenance a rneys on the ra- odes could rec- enerated by shi esign, the mate eratures). The nat there will be land/soil require ation and sust damage soils a aterials.	ght interchange ovever be the o o climate chang nificant reduction etwork. This co ges will require and from the op ail network. Ho duce GHG emis ifting freight fro erials used in co climate genera e more signification adjacent to the bise and easen so during const	es could result opportunities to e, through the ons in pollution ould result in a the developm erational use of wever, the imp ssions over the om roads to rai onstruction an ally negatively ant effects in th n or removal a materials. Co rail line. Oppo	in substantial la pinclude adapta reduction to GI an and congestion dditional benefit ent of new or e of the transport provement of the e operational life I. The vulnerabit d the maintenal effects the open future unless and disposal but niversely, constitution. However, indent upon freig	and take and in ation measures IG emissions, I. A modal shi ts for health, bi xisting rail infra systems (rail fif e rail network, p ecycle. The imp lity of the infras nce of infrastru- ration of the tra- designed for a the opportunit cuction of new there is the pol- ght timetabling.	troduction of s in design which ft from road odiversity, astructure. reight fleet). particularly if pact of an structure cture to ansport and managed cy may exist, routes and cticable, for



Table 3-13 – Support Road Freight

Policy Theme: Supporting Road Freight	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T33 SA Score:	+	+	?	+			-	?	?	-/+		?	-
T34 SA Score:	+	+	+	+	+	+	+	+	?	++	++	-/+	+
T35 SA Score:	0	+	0	++	?	?	-	-	-	-	-	-/+	-
T36 SA Score:	+	++	+	+	0	0	0	0	0	0	0	0	0
 T33 We will work with Highways England, local highway authorities and the freight sector to ensure that strategic corridors for road freight and logistics are fit for purpose: priority will be given to the following corridors: The M25/M1 The A34 and M40 north of Oxford The A1 corridor (north of Huntingdon) The A14 The A508 into Northampton 	have a positic cyclists and p modes of tran and vulnerab local commu- be provided to that reduced businesses a Economy: E such as the in ease of move a potential po- Having secur support need economy. Health: Ensu- efficient and promotion of health can in to encourage positive impa- wellbeing act	ve effect on the bedestrians as insport (walking le groups are nities can inclu- to encourage to rat-running ar and provide loo insuring strate mprovement of ement through battive impact re corridors that ls of the busing uring strategic reliable mover safe active tra- clude new teck them to stick aross people's l	e population li s well as noise, g and cycling). uncertain at thude new techn hem to stick to d village route cal employmer gic road corrid of journey time the country to on the econom at support the ess community road corridors ment of road fr avel as part of hnologies to m to speed limits reduction in no ives and prote	ategic road co ving in the EEH danger and po However, the is stage, but re ologies to mak o speed limits a es. Policy T36 a to opportunities ors are fit for p reliability, redu- oreduce the im by through safe logistics indust y are met, which are fit for purp eight through the policy them take road freight s and reduce ic oise, which car cts against soo	H region. Road ollution. The n application of educed expose e road freight and reduce idli aims to ensure , which could surpose (Policy action of conge pacts of 'lost p eguarding goo ry can also re ch could help t ose (Policy T3 improvements the can also lea nt 'cleaner' thr fling- resulting to be a nuisanc cial exclusion.	d freight can ha hanagement of innovative solu- ure to road frei 'cleaner' throu- ng- resulting in the local serv- be more access (T33) and min- estion and impor- orductive time ds. The strateg sult in secure j o support local 33) and minimi in journey time ad to positive e ough alternative in improved a e and negative Policy T36 air	ave negative e the impact of utions to minin ght could enco gh alternative improved air icing and supp scible to those imising the im- rovement of tra- 'should be im- gic location of l obs, having a businesses, p sing the impact e and reduce ffects on huma- re fuels and as ir quality, crea- ely impact hum- ms to ensure the	ffects on the lo road freight or nise impact on purage more and fuels and as d quality, benefic port needs of the living in rural and pact of road freight positive impact provide employ congestion. The an health. Inno a drivers behave ting health ber nan health. Acconnection and the positive impact of the the the positive impact of the the the the positive impact of the the the the the the the the positive impact of the	becal community of the community communities a ctive travel. Intr rivers' behavior ting local common be business contribute pose dareas with limit eight on local of contribute pose daressing the r lose to the oper t on the econo- yment opportune that on local com- nese are likely ovative solution viour has had a hefits. A move cess to employ ing and suppo	y through bein ty has potentia are unknown s novative soluti our has had an munities. Addir ommunity are r red access to j communities (li- trively to the e need for secur- rating centres my. Policy T34 inities and ensu- nunities (Policy T34) an impact on fu- to electric sma- ment can hav rt needs of the	g intimidating al to encourage so the extent o ons (Policy T3 impact on fue tionally, measu net, which couro obs. Policy T34) three overnight lor will also be be 6 aims to ensu- ure a strong ar (cy T34) have p quality, and th) to reduce the uel consumption aller freight vel e beneficial effe business corr	to individuals is e individuals to f effects on pop (4) to reduce th el consumption, ures should be ild help to supp ough possible e EEH region. N ry parking (Pol eneficial for the ire the local se nd sustainable potential to ena impacts of roa on, training can nicles can also fects on health munity are me	auch as use these pulations in impact the training can put in place port local interventions Managing the icy T35) has e economy. rvicing and local able the lth. The ad freight on be provided result in and et, which

Policy Theme: Supporting Road Freight	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T33 SA Score:	+	+	?	+			-	?	?	-/+		?	-
T34 SA Score:	+	+	+	+	+	+	+	+	?	++	++	-/+	+
T35 SA Score:	0	+	0	++	?	?	-	-	-	-	-	-/+	-
T36 SA Score:	+	++	+	+	0	0	0	0	0	0	0	0 along these s	0
T34 We will work with Highways England, local highway authorities and the freight sector to use improved planning and the application of innovative solutions to reduce the impact of freight on the environment, in terms of carbon emissions and its impacts on communities living in and around freight corridors.	enhanced sa technology c overnight lorr Biodiversity significantly i through Polic biodiversity in community c take needed T34) could ha Natural Cap by private ca corridors for lanes need to new ring road on the local of improved pla opportunities Landscape a freight in rura benefit AONI land take is r projects often	ifety measures ould result in s ry parking, will r: By ensuring increase air po cy T33 are loca n these areas. ould include th in order to pro as positive effet ital and Ecos rs which would road freight (P o be created. T ds need to be community cou anning and ado a may exist to o and Townsca al communities Bs as well as i required, there n require comp	b. It is unclear of significant positi help to prever that strategic of ated near SSS There is poter by ide overnight ects on biodive ystem Service d significantly i olicy T33) are The impact of F established. The include the litions of solution delivery biodive pe: Road freig s, this will in ture is potential for	on what innova- tive effects on at against target corridors for ro- pise pollution, Is and protected tial for both put designated si lorry parking is rsity and opported achieved with Policy T34 is un here is potentia protection of co- ports to reduce ersity net gain. ht travel can he n also protect signated lands these sites and s street fixture	ative solutions community sa eted crimes ar ad freight are which could b ed sites, the p ositive and ne ites and local is unknown. To ortunities may g that strategi illutants and n in the existing ncertain and v al for both poso open spaces, v the impact on local landscap scapes. The s nd their assoces, lighting, fur	could be put in fety. Lorries and has therefor fit for purpose e detrimental to otential increas gative effects f wildlife sites, w he application exist to secure c corridors for bise pollution, transport netw vill depend on itive and nega wildlife sites PF the environme impacts on lan bes, townscape cale, infrastructiated infrastruction	n place but the nd their trailer re, resulted in s (Policy T33) cd o some of the l se of HGV freig rom Policy T34 which could hav of improved play biodiversity nd road freight are which could be vork the impact proposals bein tive effects from RoWs (etc.), which ent (Policy T34) dscape and to es and their ch ture and poten	use of pedest loads are often significant posi- puld further en Region's bioding the movement 4. Although it of the beneficial en anning and ad et gain. e fit for purpos the detrimental to the natural ca g brought forv m Policy T34. hich could has po- winscape, due aracter, throug tial land take n egative effects	rian and cyclis n very valuable tive effects. courage road versity. Some on these strate loes not preve fects on local ditions of solut e (Policy T33) o some of the I pital is likely to vard but could Although it dou e beneficial eff sitive effects o to disruption of the disruption of the disruption of the landscore on the landscore of the landscore on the landscore of the land	t autonomous and are targed freighting and of the strategic egic corridors of nt road freight biodiversity. T tions to reduce could further e Region's. As to be marginal b have negative es not prevent fects on local of n natural capit of setting cause ranquillity and er to provide over ape and towns	emergency bi also use by pr c corridors that can have an a t, the minimisat he scale, infra e the impact or encourage roa ong as improve out could be ne impacts on na road freight, ti natural capital. tal and ecosys ed by noise. B sense of place vernight lorry p scape. New tr	hich could inclu raking and spe- als. Ensuring se ivate cars which t will be given p dverse effect of tion of impacts structure and p the environme d freighting and ements to strate egative if for ex- atural capital if he minimisation . The application tem services, a y reducing imp e. This will parti- parking is unkno- ansport infrasti- act, however, n	ed limiting ecure ch would priority, in on the local potential land ent (Policy d also use egic ample new for example n of impacts on of and acts of road icularly own. If large ructure

Policy Theme: Supporting Road Freight	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T33 SA Score:	+	+	?	+			-	?	?	-/+		?	-
T34 SA Score:	+	+	+	+	+	+	+	+	?	++	++	-/+	+
T35 SA Score:	0	+	0	++	?	?	-	-	-	-	-	-/+	-
T36 SA Score:	+	++	+	+	0	0	0	0	0	0	0	0	0
T35 We will work with Highways England, local highway authorities and the freight sector to address the need for secure overnight lorry parking and their associated facilities	there will be located away communities parking is un New transpo- impact, howe Water Envire However, de for purpose w flooding. If de capacity and contributions have adverse sites may be the impact of adaption mea Air Quality: by improving local populati network, while facilities will I engines and Climate Cha associated w	less vibration i r from protecter , this will in tur known. If large rt infrastructur ever, negative onment: The velopment acr vould mean ac evelopments a , therefore, will to climate cha e effects on the small, or inclu road freight of asures. The improvem the efficiency ions. Reduced ch is likely ena ikely increase cold starts, where ith the constru-	if freight is more an also protect e land take is r e projects ofte impacts could EEH region har ross the region ditional lanes are online and l allow for more ange. The scal e water enviro ude updates to an local commu- nent of road freight air quality iss able greater cat air pollution. The nich could cau enhouse gase uction, mainter	novement has ved away from bid negative im the local histor required, there n require comp be compensat as a wide range are likely to re- it could result in result in improv- re road users, i le, infrastructur nment through existing faciliti unities (Policy T eight corridors (t movement. B ues can also b pacity and, the This would be t se localised air est: Solutions to nance and from sers, increasing	urban centres pacts on the h ric environmer is potential for conents such a ted for through e of Flood Zon esult in modific in substantial l ved flood adap ncreasing CO e and potentia replacing gree es, which wou T34) could hav (Policy T33) has y reducing the enefit local bic erefore, will all hrough the po- quality issues o develop new in the operation	s, reducing the istoric environ it (Policy T34). these sites ar as street fixture sensitive desi es, therefore, a ations and dis and take and i tion there coul 2 emissions fro al land take nee enspaces with ld be less detr re a positive ef as potential to e impact of roa odiversity and e ow for more ro llution associat s. or on existing al use of the tr	se impacts on ment, therefor . The scale, int d their associ es, lighting, fur ign. any developm charges to wa introduction of ld be potential om vehicles. T eded in order t sealed surfac imental. Nega ffect on the po improve journ d freight in vill enhance the s ad users, incre- ted with the co road infrastrue ransport syste	Listed Building e the impact of rastructure and ated infrastruc niture, signage ent and proposi- tercourses. Po- hard standing for positive eff his could have o provide over es reduces wh tive impacts co- pulation living in ey time and re- ages and more urrounding lan easing air pollu- instruction and cture will result ms (road users	gs. It is not evi f Policy T33 is d potential lan- ture to have no e, and mainten sals taken forw- licy T33 has re- surfaces, white fects. Develop e indirect effect might lorry par ich could limit puld be compe- in the EEH reg duce congestive e rural areas (If dscape. Howe tion from vehi I from the oper tin an increase s). Developme	dent whether I not known. By d take needed egative effects ance equipme vard will have t esulted in unce ch could subse ment in the ro- ts on the water king is unknow the ability to re- nsated for thro- gion, if innovation on, which is like Policy T34), the ever, the policie cles. Development rational use of e in GHG emision nt in the road	HGV freight m y reducing imp i n order to pro- s on historic as ent, which can to take these z ertain effects. I equently result ad network is I r environment wn. If large land educe flooding ough flood ada ive solutions w kely to have a p is will result in es support dev ment of secure the facility, su	ovement route acts of road fre ovide overnight sets and their also have a ma ones into cons f making roads in increased le ikely enable gr through contin d take is requir water run-off. ptation design ere to include oositive effect of improved air q elopment in th overnight lorry ch as queuing, the carbon and y enable great	s will be eight in rural t lorry settings. ajor visual sideration. s that are fit evels of reater ued red, it could However, . Minimising flood on Air Quality juality for e road y parking , idling d carbon ter capacity

Policy Theme: Supporting Road Freight	Population and Equalities	Economy	Health	Community Safety	Biodiversity	Natural Capital and Ecosystem Services	Landscape and Townscape	Historic Environment	Water Environment	Air Quality	Climate Change and Greenhouse Gases	Soil, Land Use, Resource and Waste	Noise and Vibration
T33 SA Score:	+	+	?	+			-	?	?	-/+		?	-
T34 SA Score:	+	+	+	+	+	+	+	+	?	++	++	-/+	+
T35 SA Score:	0	+	0	++	?	?	-	-	-	-	-	-/+	-
T36 SA Score:	+	++	+	+	0	0	0	0	0	0	0 missions emitte	0	0
T36 We will work with local transport authorities and the freight and logistic sector to ensure the local servicing and support needs of the business community are met	emissions fro emissions the parking facility vulnerability of the maintena effects the op the future un Soil, Land U to minimise r Versatile). Th land/soil requires Noise and V of reduced no reduce noise	om vehicles the rough the carb ties will likely i of the infrastru- ance of infrastru- peration of the less designed Ise, Resource road freight im- ne scale, infras- uiring remedia s, but opportu- 'ibration: Roa oise pollution.	rough improvir oon associated ncrease GHG ucture would de ucture to ensu transport syst for and manage and Waste: pact on local c structure and p tion or remova nities may exis d freight is a k Through manage	ng traffic flow a with the const emissions. Thi epend on whet re it can withst em. With future ged properly. The need for se ommunities ha ootential land ta l and disposal. it, where praction nown source of aging the logist n centres. By p	nd congestion truction, maint is would be the her the existin and chronic a e trends on cli ecure overnight we to potentia ake needed in It is not clear cable, for work f noise pollution	on local roads enance and fro ough the carbo g/new infrastrund acute effect mate change p the parking (T35 l for land use ru order to provid on the scale of ks to reuse exist on. Through mate of freight across	5. However, and om the addition on associated acture is in vulu- ts of climate choredicting more oredicting more b), potential im- equirement. The equirement. The equirement. The de overnight lo f development sting materials anaging freigh as the region (f	y road infrastr nal capacity in with the constr nerable areas, nange (e.g. fut e extreme climate provement to so here is potentia rry parking is u , level infrastru s and therefore t movement th Policy T33), the	strategic road the promote was and the resilience ure precipitation at a for the loss unknown. Any ucture and the promote was arough rural are ere is the pote	oment would a ad users). Deve enance and fro of the design, on and temper s, it is likely tha freight corridor of land, which works in brow land take of so te minimisation eas and village	ne potential for lso result in ar elopment of se om the operation the materials atures). The cl at there will be rs (T33) and po- can include ag nfield sites cou- chemes that co- n and sustaina es, there will be ed congestion ring unsociable	a increase in G cure overnight onal use of the used in constru- imate generall more significant otential innova- gricultural land uld encounter of ome forward as ble use of mat e positive effect and idling, whi	HG facility. The uction and y negatively nt effects in tive solutions (Best Most contaminated s a result of rerials. cts in terms ich will also

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