

#### **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<br>Theme                          | Draft TS Policies   | Population and<br>Equalities | Economy | Health | Community Safety | Biodiversity | Natural Capital and<br>Ecosystem Services | Landscape and<br>Townscape | Historic Environment | Water Environment | Air Quality | Climate Change and<br>Greenhouse Gases | Soil, Land Use,<br>Resource and Waste | Noise and Vibration |
| Decarbonising of our Transport<br>System | <ul> <li>T1 We will support and plan for the decarbonisation of the rail network: with priority given to securing:</li> <li>Completion of the Midland Mainline electrification</li> <li>Delivery of East West Rail as an electrified route</li> <li>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</li> <li>Delivery of a long term solution for the electrification of the Chiltern Main Line</li> </ul>  | +                            | ++      | +      | -                | -            | -   |                            |                      | ?                 | ++          | ++                                     | -                                     | -/+                 |
| 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                  | <ul> <li>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:</li> <li>i) Active Travel Modes (pedestrians and cyclists)</li> <li>ii) Public transport modes (bus, scheduled coach and rail)</li> <li>iii) Low emission/ zero carbon private vehicles, including two wheeler vehicles</li> <li>iv) Other Motorised modes</li> <li>All proposals to be prepared on the basis that they provide inclusive and accessible travel options for all users</li> </ul> | ++                           | +       | ++     | +                | +            | +   | +                          | +                    | -/+               | ++          | +                                      | -/+                                   | ++                  |
| 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   | +                            | ++      | +      | ?                | +            | ++  | -/+                        | -/+                  | -/+               | +           | ++                                     | -/+                                   | +                   |
|  | <b>T6</b> 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<br>Line               | <b>T7</b> 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<br>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                                    | <b>T9</b> 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<br>Theme                     | Draft TS Policies   | Population and<br>Equalities | Economy | Health | Community Safety | Biodiversity | Natural Capital and<br>Ecosystem Services | Landscape and<br>Townscape | Historic Environment | Water Environment | Air Quality | Climate Change and<br>Greenhouse Gases | Soil, Land Use,<br>Resource and Waste | Noise and Vibration |
|                                     | <ul> <li>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:</li> <li>Oxford Stations</li> <li>Bicester Stations</li> <li>Aylesbury Station</li> <li>Bletchley/Milton Keynes</li> <li>Bedford Midland Station</li> <li>East West Rail/East Coast Main Line</li> <li>Cambridge/Cambridge South Stations</li> </ul> | +                            | ++      | +      | ?                | -            | -   | -                          | -                    | -                 | ++          | +                                      | +                                     | -/+                 |
|                                     | 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<br>Arcs             | <ul> <li>T12 We will prioritise improvements to east west rail connectivity to support economic activity and in support of planned housing growth, including:</li> <li>A northern arc connecting north Oxfordshire, Northamptonshire and Peterborough</li> <li>A southern arc connecting central Buckinghamshire, southern Hertfordshire and Cambridgeshire</li> </ul>  | +                            | ++      | +      | +                |              |   | -/+                        | -                    | -/+               | +           | -/+                                    |                                       | ?                   |
| Othe                                | <b>T13</b> 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                             | <b>T14</b> 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                               | <b>T15</b> 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                             | <b>T16</b> 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                     | <b>T17</b> 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                               | <b>T18</b> 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<br>g Intra and<br>Inter | <b>T19</b> 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<br>g Intre<br>Int            | <b>T20</b> 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<br>Theme                     | Draft TS Policies   | Population and<br>Equalities | Economy | Health | Community Safety | Biodiversity | Natural Capital and<br>Ecosystem Services | Landscape and<br>Townscape | Historic Environment | Water Environment | Air Quality | Climate Change and<br>Greenhouse Gases | Soil, Land Use,<br>Resource and Waste | Noise and Vibration |
|                                     | <ul> <li>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:</li> <li>a) Protects and enhances the existing infrastructure asset</li> <li>b) Delivers a solution to an identified problem on the existing infrastructure asset</li> <li>c) Enables access to new economic opportunities and/or additional housing growth</li> </ul>   | +                            | ++      | +      | +                | -/+          | -/+                                       | -/+                        | -/+                  | -/+               |             |  | +                                     | -                   |
|                                     | <b>T22</b> 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<br>ient                     | <b>T23</b> 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<br>Development | <ul> <li>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:</li> <li>Cambridge (the CAM)</li> <li>Milton Keynes</li> <li>The A414 corridor in Hertfordshire</li> </ul>   | +                            | ++      | +      | ++               |              |   | -                          | -                    | -/+               | +           | +                                      | -                                     | -/+                 |
| Improving<br>Local<br>Connectivit   | <b>T25</b> We will work with partners to establish 'mobility hubs' in areas of significance as locations where interchange between travel modes is actively enabled.  | +                            | ++      | ++     | ?                | -/+          | -/+                                       | -/+                        | -/+                  | -/+               | +           | -/+                                    | -/+                                   | -/+                 |
| Impre<br>Lo<br>Conne                | <b>T26</b> 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<br>Connectivity               | <b>T27</b> 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        | <ul> <li>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:</li> <li>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)</li> <li>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</li> </ul> | +                            | ++      | -/+    | +                |              |   | -                          | -                    | -/+               |             |  | -/+                                   |                     |
| Connecting t                        | <ul> <li>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:</li> <li>Swindon/Southampton – Reading – Didcot/Oxford – West Midlands</li> <li>London – Luton – Bedford – East Midlands</li> </ul>   | +                            | ++      | +      | ?                | -/+          | -/+                                       | -/+                        | -/+                  | -/+               | -/+         | -                                      | -/+                                   | -                   |

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|   |   |                              |         |        |                  | S            | ustaina                                   | bility O                   | bjectiv              | es                |             |  |                                       |                     |
|---|---|------------------------------|---------|--------|------------------|--------------|---|----------------------------|----------------------|-------------------|-------------|--|---------------------------------------|---------------------|
| Policy<br>Theme                             | Draft TS Policies   | Population and<br>Equalities | Economy | Health | Community Safety | Biodiversity | Natural Capital and<br>Ecosystem Services | Landscape and<br>Townscape | Historic Environment | Water Environment | Air Quality | Climate Change and<br>Greenhouse Gases | Soil, Land Use,<br>Resource and Waste | Noise and Vibration |
| Realising the Potential for<br>Rail Freight | <ul> <li>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:</li> <li>Felixstowe to Nuneaton</li> <li>East West Railway</li> <li>Southampton to West Midlands</li> </ul>   | ?                            | ++      | -/+    | ++               | -/+          | -/+                                       | -/+                        | -/+                  | -                 | ++          | +                                      | -/+                                   | -                   |
| Realising th<br>Rail                        | <ul> <li>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:</li> <li>Midland Main Line – providing access into the region from aggregate sources in the Midlands</li> <li>Great Western Main Line – providing access into the region from aggregate sources in western England and Wales</li> </ul> | ?                            | ++      | -/+    | ++               | -/+          | -/+                                       | -/+                        | -/+                  | -                 | ++          | +                                      | -/+                                   | -                   |
| Strategic Rail<br>Freight<br>Interchanges   | <b>T32</b> We will support the development of Strategic Rail Freight Interchanges where they support the ambition of this strategy  | ?                            | ++      | -/+    | +                |              |   | -/+                        | -/+                  | -                 | ++          | +                                      | -                                     | -                   |
| Road Freight                                | <ul> <li>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:</li> <li>The M25/M1</li> <li>The A34 and M40 north of Oxford</li> <li>The A14</li> <li>The A508 into Northampton</li> </ul>   | +                            | +       | ?      | +                |              |   | -                          | ?                    | ?                 | -/+         |  | ?                                     | -                   |
| b   | <b>T34</b> 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      | ++               | ?            | ?   | -                          | -                    | -                 | -           | -                                      | -/+                                   | -                   |
|   | <b>T36</b> 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<br>System   | Population and<br>Equalities   | Economy   | Health  | Community Safety   | Biodiversity  | Natural Capital and<br>Ecosystem<br>Services  | Landscape and<br>Townscape  | Historic<br>Environment  | Water Environment   | Air Quality  | Climate Change<br>and Greenhouse<br>Gases  | Soil, Land Use,<br>Resource and<br>Waste  | Noise and<br>Vibration   |
|--|--|---|---|--|---|---|---|--|---|--|--|---|--|
| T1 SA Score:   | +  | ++  | +   | -  | -   | -   |   |  | ?   | ++   | ++   | -   | -/+  |
| T2 SA Score:   | ?  | ++  | ?   | ?  | ?   | ?   | ?   | ?  | ?   | ?  | ++   | ?   | ?  |
| T3 SA Score:   | ?  | ?   | +   | +  | +   | +   | +   | +  | 0   | ++   | +  | 0   | +  |
| T1 We will support and plan for the decarbonisation<br>of the rail network: with priority given to securing:<br>• Completion of the Midland Mainline electrification<br>• Delivery of East West Rail as an electrified route<br>• Infill electrification schemes that enable electric<br>haulage of rail freight services, in particular those<br>to/from the international gateway port of Felixstowe<br>and to/from national and regional distribution centres<br>•Delivery of a long term solution for the electrification<br>of the Chiltern Main Line between Birmingham and<br>London Marylebone | population gro<br>decarbonisation<br>households as<br>make electric<br>income/ carles<br><b>Economy:</b> The<br>world's leading<br>in the region.<br>Supply chains<br>development<br>distinctive to the<br>accessing job<br>and introduce<br>objective, but<br><b>Health:</b> Addres<br>which people<br>those who may<br>outcomes will<br>as design mean<br>There are also<br>2019, specifies<br>braking for has | bowth across the<br>on will help to p<br>s they may not<br>vehicles more<br>ss households;<br>he delivery of a<br>g economic ben<br>c. The policies of<br>of a new route<br>the surrounding<br>s and services<br>e schemes such<br>as outlined abor<br>live and work,<br>ay not be able t<br>proportionate<br>asures that acco<br>o additional saf<br>es that from 202<br>azards, which c | e region. The de<br>prepare for and<br>be able to affo<br>affordable and<br>thowever, it co<br>decarbonised<br>gions, with much<br>befits of decarbo<br>could also help<br>brings the pote<br>gareas and the<br>more difficult, of<br>the as cycle to wo<br>ove, it is depen<br>nisation will de<br>improving healt<br>o access on for<br>and support all<br>commodate use<br>fety concerns for<br>21 all new types | ecarbonisation<br>protect society<br>rd electric vehic<br>accessible. Po-<br>uld provide opp<br>road and rail ne<br>h of its success<br>onising both the<br>to increase furt<br>ntial for positive<br>wider region. T<br>especially for the<br>rk to help contri<br>dent upon how<br>liver a range of<br>th and wellbein<br>of or car at press<br>vulnerable grou<br>ers of larger size<br>or those with vis<br>s of four-wheel<br>afety for the mo- | of the road flee<br>from changes<br>cles and/or the<br>blicy T3 is unlik<br>portunities to rice<br>etwork will help<br>s being founde<br>e road and rail<br>her employme<br>e development<br>This in turn cou-<br>tose in rural are<br>ribute to the rea-<br>this is implement<br>co-benefits ind<br>g and outcome<br>sent. However,<br>ups within the re-<br>sual impairment<br>electric vehicle<br>ost vulnerable r | es could help to<br>et (Policy T2) is a<br>in the future suc<br>ir maintenance.<br>ely to address w<br>de share that is s<br>to support a shi<br>d on science and<br>network could be<br>network could be<br>anetwork could be<br>anetwork could be<br>anetwork could be<br>to support a shi<br>d on science and<br>twithin the reg<br>a new transport<br>region, which will<br>elchairs or mobil<br>ts and the introo<br>a users. Ther | unlikely to addr<br>ch as climate c<br>Some househo<br>vider place-bas<br>specially config<br>ift towards a me<br>d technology in<br>e sought throug<br>ion, the longev<br>d present oppo<br>al on the touris<br>re reliant upon<br>occupancy jou<br>d public health<br>rations. Policy<br>e network may a<br>l depend upon<br>ility scooters ar<br>duction of an el<br>with devices, w | ess wider place<br>hange. Policy T<br>olds may, howe<br>eed concerns for<br>jured to service<br>ore efficient, low<br>inovation, it is li<br>gh investment in<br>ity of which cou<br>rtunities to gene<br>m and the econ<br>their cars. How<br>irneys. This cou<br>and reduced ain<br>T1 offers greate<br>also be more ex-<br>the schemes the<br>of providing aud<br>ectric fleet. The<br>hich sounds like | e-based concer<br>2 is also unlike<br>ver, be able elig<br>r poor journey t<br>rural communi<br>v carbon and su<br>kely that these<br>n innovative teo<br>ld be made mo<br>erate activity an<br>omy. The redu<br>ever, it could p<br>ild support the<br>and noise poll<br>er connectivity,<br>spensive, which<br>nemselves to en<br>dio visual requi<br>se are likely to<br>e a traditional e | ns for poor jour<br>ly to benefit the<br>gible for a plug-<br>ime reliability in<br>ties.<br>ustainable econ<br>policies will he<br>chnology develor<br>re secure by a<br>nd vitality and h<br>ction in single<br>rovide opportun<br>delivery of a lo<br>ution. All three<br>which may may<br>a could create a<br>nsure this object<br>rements of thos<br>be quieter and<br>ngine. Advance | ney time reliabi<br>ose from low inc<br>-in grant from the<br>n rural areas, ar<br>homy. Given tha<br>lp to support co<br>opment, and de<br>transport netwo<br>relp define the c<br>occupancy journ<br>nities for employ<br>w carbon econo<br>polices could he<br>ke facilities eas<br>a financial barrie<br>ctive is met. Thi<br>se with sight los<br>harder hear; ho | at the region is a<br>not unlikely to be<br>at the region is a<br>notinued economic<br>velopment of su<br>ork that is future<br>haracter of devi-<br>neys (Policy T3)<br>yers to encoura<br>omy as per the su<br>elp to improve to<br>ier to access, p<br>er. It is not clear<br>s could include<br>so r hearing im-<br>powever, a Europology may inclu | as. However,<br>rless<br>which could<br>enefit low<br>one of the<br>nic success<br>ustainable<br>e ready. The<br>relopment<br>) could make<br>ge lift sharing<br>sustainability<br>the places in<br>particularly for<br>r if these<br>things such<br>pairments.<br>pean ruling in<br>ude automatic |

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

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

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

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

#### **\\S**D

Table 3-2 – Mobility for the Future

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

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

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

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



#### Table 3-3 – Delivering East West Rail

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

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

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



Table 3-4 – Developing Other East West Arcs

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

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



Table 3-5 – Improving North-South Connectivity

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

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

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

#### **\\S**D

Table 3-6 - Transforming Intra and Inter Regional Journeys

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

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

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

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Table 3-7 – Transport Orientated Developments

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

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

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

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#### Table 3-8 – Improving Local Connectivity

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

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

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



Table 3-9 – Rural Connectivity

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

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

### **\\S**D

#### Table 3-10 – Connecting to Global Markets

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

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

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



Table 3-11 – Realising the Potential for Rail Freight

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

| Policy Theme: Realising the Potential for Rail<br>Freight  | Population and<br>Equalities   | Economy  | Health   | Community Safety  | Biodiversity   | Natural Capital and<br>Ecosystem Services  | Landscape and<br>Townscape   | Historic Environment  | Water Environment  | Air Quality  | Climate Change and<br>Greenhouse Gases   | Soil, Land Use,<br>Resource and Waste  | Noise and Vibration   |
|--|--|--|--|---|--|--|--|---|--|--|--|--|---|
| T30 SA Score:  | ?  | ++   | -/+  | ++  | -/+  | -/+  | -/+  | -/+   | -  | ++   | +  | -/+  | -   |
| T31 SA Score:  | ?  | ++   | -/+  | +   | -/+  | -/+  | -/+  | -/+   | -  | ++   | +  | -/+  | -   |
| <ul> <li>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:</li> <li>Midland Main Line – providing access into the region from aggregate sources in the Midlands</li> <li>Great Western Main Line – providing access into the region from aggregate sources in western England and Wales</li> </ul> | could reduce to<br>tranquility are<br>and more rura<br>also have a m<br>landscape.<br>Historic Envir<br>reduce the lew<br>potential for po-<br>centres, reduce<br>equipment, wh<br>archaeology, H<br>and undesigna<br>Water Enviro<br>development a<br>impermeable s<br>risk and choice<br>risk of flooding<br>Air Quality: T<br>implications for<br>road transport<br>quality emission<br>Climate Cham<br>Strategic Rail<br>construction, r<br>number of jour<br>transport mod<br>shift generated<br>design, the ma<br>temperatures)<br>there will be m<br>Soil, Land Us<br>where practica<br>interchanges,<br>works to reuse | he level of nois<br>under pressur<br>l parts of the re-<br>ajor visual imp<br>ronment: Roa<br>el of noise fror<br>ositive effects of<br>ing these impa-<br>nich can also h<br>nistoric landsca<br>ated assets.<br><b>nment:</b> The E<br>across the regis<br>surfaces, which<br>e of materials.<br>g, as per the su<br>he constraints<br>or their operation<br>and is crucial<br>ons of the over<br><b>rge and Greer</b><br>Freight Interch<br>naintenance a<br>rneys on the ra-<br>es could reduced<br>d by shifting fre-<br>aterials used ir<br>. The climate g<br>nore significant<br><b>re, Resource a</b><br>able, for upgrad<br>could result in<br>e existing mate<br><b>pration:</b> Efficience<br>crease noise labor<br>of noise dur | se from HGV tra-<br>re from develop<br>egion. New tran-<br>pact. Rail freigh<br>d freight travel<br>m HGV traffic of<br>on the historic of<br>acts on Listed E<br>lave a major vis<br>apes and a pot<br>EH region has<br>on is likely to re-<br>h could subseq<br>The modal shi<br>ustainability obj<br>on rail connec<br>on and carbon of<br>in delivering si-<br>rall transport ne<br>house gases:<br>anges will required<br>the modal shi<br>ustainability obj<br>on rail connec<br>on and carbon of<br>in delivering si-<br>rall transport ne<br>con struction a<br>generally negat<br>t effects in the f<br>and Waste: And<br>de works to reu-<br>the loss of land<br>erials and there<br>ent rail travel has<br>evels, where ne<br>ring antisocial h | travel can have<br>affic on the regionent throughout<br>insport infrastruct<br>t interchanges of<br>can have negate<br>on the region's re-<br>environment throughout<br>suildings. New suildings. New<br>sual impact, that<br>ential impact, that<br>ential impact on<br>a wide range of<br>esult in modifica-<br>juently result in it<br>for m road to ra-<br>ective.<br>tivity between F<br>emissions. Inve-<br>gnificant reduction<br>to rail from road to ra-<br>ective.<br>tivity between F<br>emissions. Inve-<br>gnificant reduction<br>is solutions to indo-<br>uire the develop<br>erational use of<br>wever, the impro-<br>ons over the oppo-<br>s to rail. The vul-<br>and the mainten-<br>ively effects the<br>future unless de<br>and the mainten-<br>tively effects the<br>future unless de<br>and the mainten-<br>sioner promote war<br>as the potential the<br>mours, which cour-<br>y which could be | on's roads and<br>at the region, a<br>ture projects o<br>ould be suitab<br>ive impacts on<br>bads and lesse<br>ough the reduce<br>transport infrast<br>has the poten<br>the setting of<br>Flood Zones,<br>tions and disc<br>ncreased leve<br>ail could help the<br>elixstowe and<br>stment in rail f<br>ons in pollution<br>d result in add<br>crease freight of<br>ment of new of<br>the transport so<br>ovement of the<br>erational lifecyon<br>nerability of the<br>ance of infrast<br>operation of the<br>signed for and<br>nfield sites cou-<br>erials and ther<br>at and Most Ve<br>aste minimisati<br>o reduce noise<br>d interchanges<br>ild lead to neg | I lessen the imp<br>ind new linear for<br>fiten require cor<br>le located away<br>a the historic en-<br>en the impact of<br>ction of noise ar<br>structure projec-<br>tial to erode the<br>other historic as<br>therefore, any of<br>harges to water<br>ls of flooding. T<br>he region contri-<br>the Golden Tria<br>reight will realis<br>on the rail network, pa-<br>cle. The impact<br>e infrastructure<br>ructure to ensur-<br>ne transport sys-<br>managed prop<br>uld encounter co-<br>efore promote wa-<br>structure impacts of<br>a reintroduced<br>ative impacts of | vironment, due<br>nponents such a<br>rfrom areas of<br>vironment, due<br>HGV movemend<br>air quality eff<br>ts often require<br>e townscape ch<br>ssets such as s<br>development an<br>courses. Rail f<br>here could, ho<br>bute less to cli<br>angle of Logistic<br>te benefits on t<br>in. A modal shi<br>for health, biod<br>ork, maximise the<br>frastructure. The<br>ight fleet). The<br>articularly if it in<br>of an increase<br>would depend<br>re it can withsta-<br>stem. With future<br>ontaminated la<br>waste minimisa-<br>ural land and da<br>able use of mail<br>of the reduction<br>in the health an | by ements throu<br>s railway lines of<br>as street fixtur<br>high landscape<br>to disruption of<br>onts through sor<br>fects. In particu-<br>components s<br>haracter and the<br>scheduled mont<br>and proposals tar<br>reight interchar<br>wever, be the of<br>mate change, t<br>cs places additi<br>he strategic roa<br>ft from road to r<br>diversity, water<br>the conveyance<br>is will result in<br>re will also likel<br>in emissions fr<br>on whether the<br>and chronic and<br>re trends on clir<br>nd/soil requiring<br>tion and sustai<br>amage soils ad<br>terials. | gh some of the<br>can have negatives, lighting, fur-<br>evalue and be<br>f setting caused<br>me of the Regional<br>ular there will be<br>uch as street file<br>setting of buil-<br>uments, listed be<br>ken forward will<br>opportunities to<br>hrough the redu-<br>tional pressure of<br>ad network. Ra-<br>rail is likely to he<br>environment ar-<br>e of construction<br>an increase in a<br>y be an increase<br>cation of the ro-<br>rom construction<br>e existing/new i<br>d acute effects of<br>mate change pu-<br>g remediation of<br>nable use of ma-<br>jacent to the ra-<br>se and easement<br>construction. D | Region's town<br>tive impacts on<br>niture, signage<br>designed to mi<br>d by noise, then<br>on's towns and<br>e less vibration<br>xtures, lighting<br>t heritage and to<br>ouildings, histor<br>II have to take to<br>aution to GHG<br>on our strategic<br>include adapta<br>uction to GHG<br>on our strategic<br>il transport ger<br>help reduce HG<br>nd natural capit<br>n materials by n<br>GHG emission<br>se in the operation<br>of climate chan<br>redicting more<br>or removal and<br>aterials. Conve<br>il line. Opportu | as and villages.<br>I and scape set<br>and maintena<br>inimise their import<br>refore, a modal<br>villages. Efficie<br>if freight is more<br>furniture, sign<br>there may be a<br>ric parks and ga<br>these zones int<br>al land take and<br>ation measures<br>emissions, which<br>c road infrastruct<br>erally has a fer<br>V road traffic ver<br>tal and ecosyst<br>rail and support<br>s through the c<br>tional GHG emit<br>the modal shift<br>e outweighed with<br>a in vulnerable a<br>lage (e.g. future<br>extreme climati<br>disposal but the<br>ersely, construct<br>nities may exist<br>n. However, the<br>n freight timetal | However, lands<br>ing, especially<br>nce equipment,<br>bact on the surr<br>shift to rail freight<br>not freight move<br>ved away from<br>age, and mainte<br>particular impa-<br>ardens, conserv<br>o consideration<br>introduction of<br>in design relation<br>ch indirectly con-<br>cure, with conserver<br>the development<br>arbon associated<br>ssions in increas<br>the development<br>arbon associated<br>ssions in increas<br>the resultion and<br>c conditions, it<br>e opportunity me<br>the poten<br>precipitation and<br>c conditions, it | scapes and<br>for AONB's<br>, which can<br>rounding<br>ght could<br>ment has the<br>urban<br>enance<br>lot on, buried<br>vation areas<br>. However,<br>hard standing<br>on to flood<br>uld reduce the<br>requential<br>pacts than<br>reduce air<br>ent of<br>ed with the<br>asing the<br>her emitting<br>g the model<br>ence of the<br>id<br>is likely that<br>hay exist,<br>ites and<br>able, for<br>tial at certain<br>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<br>Equalities  | Economy   | Health   | Community Safety  | Biodiversity  | Natural Capital and<br>Ecosystem<br>Services  | Landscape and<br>Townscape   | Historic<br>Environment   | Water Environment  | Air Quality  | Climate Change<br>and Greenhouse<br>Gases   | Soil, Land Use,<br>Resource and<br>Waste   | Noise and Vibration   |
| T32 SA Score:   | ?   | ++  | -/+  | +   |   |   | -/+  | -/+   | -  | ++   | +   | -  | -   |
| T32 We will support the development of Strategic<br>Rail Freight Interchanges where they support the<br>ambition of this strategy | Heartland, wh<br>future population<br>number of job<br>Economy: The<br>see more con-<br>businesses. The<br>Health: Policic<br>could present<br>exclusion. Ho<br>upon freight the<br>Community Stacross the reg-<br>road network<br>Biodiversity:<br>to occur throut<br>value. The EE<br>impact on bio<br>development<br>potential for in<br>Natural Capin<br>nature of new<br>non-designate<br>constitute a sinew planting<br>and could ensisi<br>modal shift from<br>Landscapes and<br>especially for<br>maintenance<br>minimise their<br>Historic Envir | hich could provi<br>tion growth acro<br>os that could be<br>the EEH econor<br>inpanies reloca<br>The relocation of<br>the relocation of the relocation of the relocation of the relocation of<br>the relocation of the relocation of th | ide further emproses the region.<br>e created.<br>my is dependent<br>ting their distribu-<br>of distribution of<br>ential to result in<br>portunities acro-<br>velopment of ra-<br>re is potential for<br>that HGVs are<br>ase in the use<br>ised and non-m-<br>uld result in su<br>s and farmlance<br>substantial are-<br>bugh mitigation<br>to biodiversity ra-<br>effects on biodiversity ra-<br>effects on biodiversity ra-<br>biodiversity co-<br>stem Services<br>hikely to occur<br>logical value. To<br>permanent imp-<br>se new habitats<br>biodiversity co-<br>de: Road freight<br>are under press-<br>nore rural parts<br>ich can also ha-<br>e surrounding la-<br>ad freight travel<br>m HGV traffic of<br>eacts on the histi-<br>acts on Listed<br>nave a major vi- | bloyment oppor<br>However, at the<br>nt on business<br>pution centres is<br>centres may als<br>in both positive<br>oss the region.<br>ail interchanges<br>for increased left<br>responsible for<br>of freight may<br>notorised users<br>bstantial devel<br>thas the poten<br>as of Ancient V<br>and enhancen<br>het gain, which<br>diversity throug<br>s: Policy T32 c<br>r through green<br>he EEH region<br>act on natural of<br>s provided. Ho<br>mpensation. The<br>ht travel can hat<br>a HGV traffic or<br>sure from deve<br>s of the region.<br>ave a major vis<br>andscape.<br>I can have neg<br>on the region's<br>oric environme<br>Buildings. New<br>isual impact, the | rtunities within<br>his stage, it is in<br>es and people<br>in the Heartlan<br>so help to supp<br>e and negative<br>Access to emp<br>s may have ne<br>evels of noise of<br>r more fatal inc<br>also help to re<br>s. Strategic Ra<br>opment of both<br>tial to degrade<br>Voodland and<br>hents are likely<br>has potential in<br>areas and far<br>has substantic<br>capital and ecc<br>wever, develop<br>here is potential<br>to the region's re<br>lopment throug<br>here is potential<br>ative impacts of<br>roads and less<br>nt through the<br>v transport infr-<br>iat has the potential<br>to the region to re | ndustrial storage<br>the region. The<br>not clear on the<br>having access<br>d, which could<br>port other existin<br>effects on healt<br>oloyment can ha<br>gative effects o<br>during antisocia<br>cidents on the re<br>duce to total nu<br>il Freight Intercl<br>n the interchang<br>of the proposed<br>to contribute poin<br>n in air pollution<br>ubstantial deve<br>mland has the p<br>al areas of Anc<br>osystem service<br>pment could coi<br>al for indirect point<br>infrastructure point<br>infrastructure point<br>on the historic e<br>sen the impact of<br>reduction of no<br>astructure proje<br>ential to erode t<br>etting of other h | ese could prese<br>number of rail<br>to goods. The s<br>provide further<br>ing businesses with. The develop<br>ave beneficial e<br>in people's hea<br>I hours, which d<br>bads, the transi<br>imber of vehicle<br>hanges can could<br>ge sites and sul<br>gment habitats<br>able habitats which<br>d, it may take s<br>istively to the r<br>h, from the mod<br>lopment of both<br>potential to deg<br>ient Woodland<br>es. Although mir<br>mmit to biodive<br>positive effects o<br>cape and town<br>in the impact of<br>h, and new line<br>projects often real<br>anges could b<br>invironment, du<br>pot HGV movem<br>ise and air qua<br>ects often requi<br>he townscape of | ent opportunitie<br>freight intercha<br>shortage and c<br>employment o<br>within the region<br>oment of rail free<br>effects on healt<br>lth, through ind<br>could lead to la<br>ition to freight i<br>es on the roads<br>including pote<br>hich, if lost, dar<br>everal years be<br>egion's biodive<br>lal shift from ro<br>h the interchan<br>grade, damage<br>and other irrep<br>tigation and en<br>ersity net gain,<br>n natural capita<br>scape, due to c<br>HGV moveme<br>ar features suc<br>equire components<br>character and t | s to those rura<br>anges that will<br>ost of land-sup<br>portunities win<br>n, providing op<br>sight interchang<br>h and wellbein<br>creased noise p<br>ck of quality sl<br>s likely to impro-<br>s, reducing leve<br>r, cleaner and<br>ay lines. The su<br>ential to impact<br>maged or segre<br>efore new plan<br>rsity and could<br>ad to rail.<br>ge sites and su<br>or fragment has<br>blaceable habit<br>hancements a<br>which has pote<br>al and ecosyste<br>disruption of se<br>nts through so<br>th as railway lir<br>ents such as si<br>ted away from<br>of setting caus<br>ome of the Re<br>particular there<br>is such as street<br>the setting of b | I areas to gain<br>come forward<br>oply for industri-<br>thin the region<br>oportunities to<br>ges and the po<br>g across peop<br>pollution and re-<br>eep and increa-<br>ove safety by re-<br>ls of congesti-<br>more efficient<br>cale (length) and<br>on designated<br>egated would of<br>ting and speci-<br>ensure adequ<br>ubsequent railwa<br>bitats includin<br>ats which, if lose<br>re likely to be p<br>initial to contrib-<br>em services th<br>titing caused b<br>me of the Reg-<br>ness can have re-<br>treet fixtures, li<br>areas of high I<br>sed by noise, t<br>gion's towns a<br>will be less vit<br>t fixtures, lighti-<br>uilt heritage ar | better access i<br>as a result of th<br>ial storage and<br>, at both the int<br>grow regionally<br>tential relocation<br>le's lives and p<br>educed levels of<br>ased levels of s<br>reducing the tot<br>on and indirection<br>freight by trans<br>ind linear nature<br>d and non-designed<br>constitute a signed<br>ate biodiversity<br>way lines. The s<br>is use new hat<br>in a biodiversity<br>way lines. The s<br>g potential to in<br>st, damaged or<br>proposed, it manute<br>oute positively to<br>rough the reduce<br>of y noise, therefore<br>in st towns and<br>herefore, a more<br>in d villages. Effi-<br>pration if freight<br>ng, furniture, si-<br>nd there may be | to employment,<br>his policy and the<br>distribution in L<br>erchanges and<br>and nationally<br>on of distribution<br>rotects against<br>f tranquillity. Det<br>tress and anxiet<br>al number of lo<br>y improving the<br>ferring road frei<br>e of new railway<br>mated sites of e<br>hificant and per<br>pitats provided.<br>y compensation<br>scale (length) a<br>npact on design<br>segregated wo<br>y take several y<br>o the region's b<br>ction in air pollu-<br>pre, a modal shi<br>l villages. Howe<br>s on landscape<br>e, signage, and<br>a and be design<br>dal shift to rail f<br>cient freight mo<br>is moved away<br>gnage, and ma<br>e a particular im | supporting<br>he potential<br>condon may<br>the relocated<br>in centres<br>social<br>ependent<br>ety.<br>rry miles<br>esafety of the<br>ght to rail.<br>vs lines, likely<br>ecological<br>manent<br>However,<br>There is<br>nd linear<br>hated and<br>build<br>years before<br>iodiversity<br>ition, from the<br>ift to rail<br>ever,<br>esetting,<br>hed to<br>reight could<br>powement has<br>y from urban<br>intenance<br>iopact on, |

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



#### Table 3-13 – Support Road Freight

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

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

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

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

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