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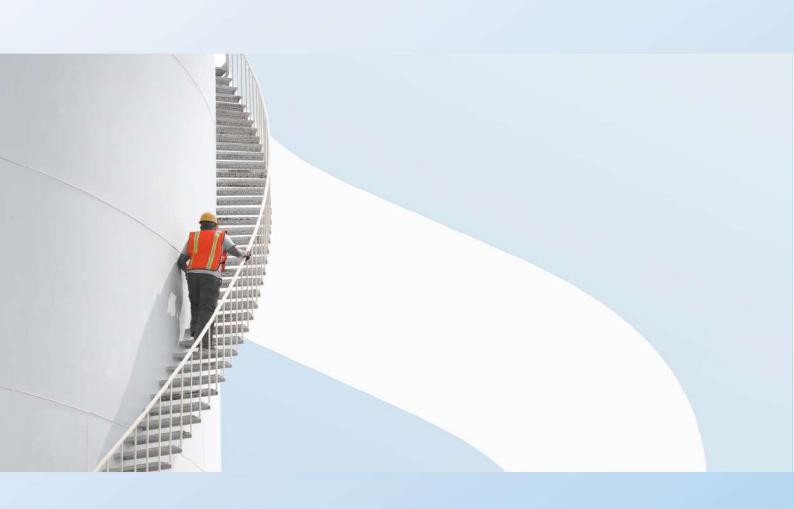
England's Economic Heartland

PLANS, POLICIES AND PROGRAMMES

Appendix A to the ISA

England's Economic Heartland

PLANS, POLICIES AND PROGRAMMES

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WSP

8 First Street
Manchester
M15 4RP

Phone: +44 161 200 5000

WSP.com

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Prepared by	Katie Harrington	Katie Dean	Katie Dean	
Signature				
Checked by	Sally Newbold	Sophie Rice	Sally Newbold	
Signature				
Authorised by	Ursula Stevenson	Sally Newbold	Ursula Stevenson	
Signature				
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TABLES

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Table 1-1 – Policy Review

ISA Topic	Message/Issue for the development of the Transport Strategy	Document
Population and Equalities	**National**	
	The Equality Act 2010 legally protects people from discrimination in the workplace and in wider society. It is against the law to discriminate against anyone because of: ■ age; ■ being or becoming a transsexual person; ■ being married or in a civil partnership; ■ being pregnant or having a child; ■ disability; ■ race including colour, nationality, ethnic or national origin; ■ religion, belief or lack of religion/belief; ■ sex; and ■ sexual orientation.	Equality Act, 2010
	When delivering new schemes, applicants must avoid and mitigate environmental and social impacts in line with the principles set out in the NPPF and the Government's planning guidance. Applicants should provide evidence that they have considered reasonable opportunities to deliver environmental and social benefits as part of schemes.	National Planning Policy Framework (NPPF), 2019
	Deliver better public services through involving and consulting users more fully, providing better information about local standards and managing services at neighbourhood level.	Strong and Prosperous Communities: The Local Government White Paper, 2006
	The Action Plan sets what the government are doing to ensure people from all communities in society have the option to use public transport. The main aim of the report is to 'deliver better access to jobs and key services through an accessible and socially inclusive transport system, by removing the	Department for Transport, Transport for Everyone: an action plan to promote equality, 2012

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	barriers to travel and ensuring that social impacts are addressed in policy development and service delivery'.	
	As the number of older adults increases substantially in the UK over the next six decades, the existing urban and rural infrastructure will need to be adapted so that the needs of these people are met. For example, issues of access, transport, amenity and security will substantially affect the wellbeing of older people.	Foresight Mental Capital and Wellbeing Project (2008). Final Project report. The Government Office for Science
	Transport is a key factor shaping experiences of poverty. The ability of households in poverty to find paid work often depends on access to affordable, regular and reliable transport. Low-income neighbourhoods generally have a significant reliance on bus services. This can create issues regarding variable frequency, timing, reliability and range of places served. There is considerable evidence that transport issues affect different groups to varying extents and in particular ways, especially in terms of gender. A distinguishing feature of low-income neighbourhoods is the relatively low incidence of motor vehicle ownership. This means that residents have a much higher reliance on public transport than those living in middle and high-income areas Difficulties in meeting the costs of transport from current incomes have given rise to the concept of 'transport poverty'.	Addressing Transport Barriers to work in Low Income Neighbourhoods, Sheffield Hallam University, 2017
	Regional	
	The delivery of new developments should not be of detriment to the interests of existing communities, nor need they have adverse impacts on the quality of the natural and built environment. There is no 'blueprint' for a well-designed new settlement and no single approach to placemaking which can be expected to deliver the 'right' response. The appropriate form of development and placemaking will be contingent upon factors relating to the specific physical, economic and infrastructural context and on effective and successful engagement with local communities.	Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc, 2017

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	The Healthy Streets Approach puts people and their health at the centre of decisions about how we design, manage and use public spaces. Reducing the use of private care and increasing the number of people walking, cycling and using public transport has the potential to improve the lives for all those who live, work and visit the EEH region The Healthy Streets Approach will make areas more sustainable, safer and more connected. There are 10 health indicators, outlined below: - Pedestrians from all walks of life (streets should be welcoming places for everyone) - People choose to walk, cycle and use public transport (a successful transport system encourages and enables more people to walk and cycle more often) - Clean air (improving air quality delivers health benefits for all) - People feel safe ([people should feel safe and comfortable on streets at all times) - Not too noisy (reducing noise impacts of motor traffic will directly benefit health and improve the ambient environment of streets) - Easy to cross (Physical barriers and fast-moving traffic can make streets difficult to cross, making streets easier to cross is important to encourage more walking and connect communities) - Places to stop and rest (lack of resting places can limit mobility for certain groups - Shade and Shelter (providing shelter from wind and rain means people can use the streets, whatever the weather - People feel relaxed (people will choose to walk and cycle if streets are not dominated by motorised traffic) - Things to see and do (people are more likely to use streets when their journey is interesting and stimulating).	DfT Healthy Streets Approach for London (2017)
Economy	**National**	
	The Act allows the modification or discharge of the affordable housing elements of section 106 agreements in order to make developments more viable.	Growth and Infrastructure Act (2013)

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	Contains measures to extend permitted development rights to allow single-storey extensions of up to eight metres. Reduces the volume of extra paperwork required with a planning application; removing over-lapping development consent regimes that require multiple extra permissions from different government agencies.	
	To determine the minimum number of homes needed, strategic policies should be informed by a local housing need assessment. In addition to the local housing need figure, any needs that cannot be met within neighbouring areas should also be taken into account in establishing the amount of housing to be planned for. Within this context, the size, type and tenure of housing needed for different groups in the community should be assessed and reflected in planning policies, including, but not limited to: ■ those who require affordable housing; ■ families with children; ■ older people; ■ students; ■ people with disabilities; ■ service families; ■ travellers; ■ people who rent their homes; and ■ people wishing to commission or build their own homes.	National Planning Policy Framework, 2019
	Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The approach taken should allow each area to build on its strengths, counter any weaknesses and address the challenges of the future.	National Planning Policy Framework, 2019
	The Enterprise Act includes measures to: Establish a Small Business Commissioner to help small firms resolve issues. Extend the Primary Authority scheme to make it easier for businesses to access tailored and assured advice from local authorities, giving them greater confidence to invest and grow.	The Enterprise Act (2016)

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	Protect and strengthen apprenticeships by introducing targets for apprenticeships in public sector bodies in England, and establish an Institute for Apprenticeships – an independent, employer-led body that will make sure apprenticeships meet the needs of business.	
	The Industrial Strategy sets out a long term plan to boost the productivity and earning power of people throughout the UK. It sets out how the Government are working towards building a Britain fit for the future – how they will help businesses create better, higher-paying jobs in every part of the UK with investment in the skills, industries and infrastructure of the future. The strategy includes five foundations: ▪ Ideas: the world's most innovative economy ▪ People: good jobs and greater earning power for all ▪ Infrastructure: a major upgrade to the UK's infrastructure ▪ Business environment: the best place to start and grow a business ▪ Places: prosperous communities across the UK The Government will use this strategy to work with industry, academia and civil society over the coming years to build on the UK's strengths, make more of untapped potential and create a more productive economy that works for everyone across the UK.	UK Industrial Growth Strategy, 2017
	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. The Strategy has two guiding objectives: 1. To meet our domestic commitments at the lowest possible net cost to UK taxpayers, consumers and businesses; and, 2. To maximise the social and economic benefits for the UK from this transition. In order to meet these objectives, the UK will need to nurture low carbon technologies, processes and systems that are as cheap as possible.	The Clean Growth Strategy, 2017
	Regional	
	EEH is working to realise the region's potential by:	Delivering a World Class Heartland, England's Economic Heartland, 2019

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	■ Promoting the idea of a National Policy Statement (NPS) for the Heartland – a statement of intent on the part of Government that the Heartland is a long-term national priority ■ Ensuring investment in digital infrastructure and utilities is aligned to the overarching ambition of realising the Heartland's economic potential ■ Working with infrastructure owners to accelerate delivery of investment in strategic infrastructure. ■ Agreeing an overarching Transport Strategy which provides a 30-year framework for the development of the transport system ■ Submitting the proposal to establish a statutory Sub-national Transport Body with powers and responsibilities devolved from Government in a way that enables delivery of the Transport Strategy ■ Working with businesses and infrastructure owners to develop proposals which meet the needs of the freight and logistics sector ■ Working with SME innovators and entrepreneurs to enable the development of innovative customer-focused journey solutions ■ Maintaining on behalf of partners the 'regional evidence base' that enables a consistent approach to the identification of investment needs ■ Working with partners to secure additional investment in strategic transport infrastructure ■ Working with Government to ensure our needs are reflected in national programmes, including those delivered by Highways England, Network Rail and through rail passenger franchises ■ Working with infrastructure owners to prepare business cases in support of investment in digital infrastructure.	
	The establishment of the East West Rail Eastern Section Group (EWRESG) was endorsed by the East West Rail Consortium. The Group consists of Norfolk, Suffolk and Cambridgeshire County Councils along with West Suffolk Councils, Babergh and Mid Suffolk District Councils, Ipswich Borough Council, East Suffolk Council, Norwich City Council, South Cambridgeshire District Council and New Anglia Local Enterprise Partnership. The main aim of the East West Rail project is to: ■ Improve East West public transport connectivity;	East West Rail, Eastern Section, Prospectus for Growth, 2018

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	■ Provide faster, more frequent and more reliable rail links from the west to Cambridge, ■ Norwich, Ipswich and beyond; ■ Reduce journey times and increase reliability of intra-regional and local journeys; ■ Increase capacity for inter-regional journeys. ■ Enhance capacity for rail freight, especially from Felixstowe. ■ Reduce car dependency and carbon emissions from car and road haulage use.	
	The Cambridge-Milton Keynes-Oxford corridor faces a chronic undersupply of homes made worse by poor east-west transport connectivity. Two of the least affordable cities in the UK lie within the corridor, and the area as a whole has consistently failed to build the number of homes it needs. The success of the area has fuelled exceptionally strong demand for housing across the corridor and in its key cities, which has not been matched by supply. Lack of housing supply is leading to high house prices and low levels of affordability, for both home ownership and private rental. That shortage puts sustained growth at risk. It is already increasing costs for businesses and diminishing their ability to attract employees at all levels – including the recruitment and retention of globally mobile talent. Investment in infrastructure, including enhanced east-west transport links, can help to address these challenges, but it must be properly aligned with a strategy for new homes and communities, not developed in isolation.	National Infrastructure Commission, Cambridge – Milton Keynes – Oxford Corridor: Interim Report, 2016
	There is currently a shortfall of 1,895 acres of employment land to meet the projected need from residential development. This land shortfall does not take into account the additional land requirements from the projected future employment growth	The Oxford-Cambridge Innovation Arc
	The strategy highlights: ■ £2m funding to develop two state-of-the-art wind tunnels at the Silverstone Sports Engineering Hub; one for cycling, wheelchair athletics, speedskating, skeleton and running	Buckinghamshire and Thames Valley Local Industrial Strategy, 2019

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	- Additional funding to provide residents with the digital connectivity they need through improvements in the availability of full fibre broadband. £4m to accelerate housebuilding by providing the vital infrastructure needed to access new and existing sites. 272,600 people in employment, an increase of 29,500 since 2010. 6,300 workers directly benefiting from the National Living and Minimum Wages.	
	The strategy highlights: £2.3m to Flexisolar Limited to develop and roll-out new low carbon charging points for electric cars, e-bikes and e-buses. £74m through the Transforming Cities Fund to improve public and sustainable transport links to centres of employment. £4m to provide residents with the digital connectivity they need through improvements in the availability of full fibre broadband. 834,200 people in employment, an increase of 71,400 since 2010. 31,900 workers directly benefiting from the National Living and Minimum Wages.	Cambridgeshire & Peterborough Combined Authority Business Board Local Industrial Strategy, 2019
	£2.5m to support innovation through the Hertfordshire Science Partnership by brokering a unique partnership between businesses and the University of Hertfordshire helping to bring businesses close to cutting-edge research, and technologies from development to market. £6m for the redevelopment of Hatfield train station. £34m to support a package of major projects to help regenerate Stevenage town centre including new housing, retail, cafes and restaurants, along with a combined public sector hub; housing a new library, health facilities and local government offices. 605,200 people in employment, an increase of 54,300 since 2010. 27,900 workers directly benefiting from the National Living and Minimum Wages.	Hertfordshire Local Industrial Strategy, 2019
	£4m towards developing a £40m new science and technology business park, next to the Defence Science & Technology Laboratory facility and the Public Health England (PHE) in Salisbury.	Swindon and Wiltshire Local Industrial Strategy, 2019

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	▪ £5m to accelerate housebuilding by providing the vital infrastructure to access new and existing sites. ▪ £1.4m for road junction improvements to enable the expansion of the Dyson Technology Park and interdependent developments, creating up to 3,000 jobs. ▪ 359,900 people in employment, an increase of 21,700 since 2010. 17,300 workers directly benefiting from the National Living and Minimum Wages.	
	The strategy highlights: ▪ £11m for the BioEscalator, a hub for new and developing life science innovations in Oxford that will host leading medical researchers alongside world-class clinical hospitals. ▪ £3.75m to accelerate housebuilding by providing the vital infrastructure to access new and existing sites. ▪ £9.5m for the expansion of the car park at Didcot Station. ▪ 360,300 people in employment, an increase of 29,800 since 2010. 8,000 workers directly benefiting from the National Living and Minimum Wages.	Oxfordshire Local Industrial Strategy, 2019
Health and Wellbeing	National	
	Reducing health inequalities is a matter of fairness and social justice. In England, the many people who are currently dying prematurely each year as a result of health inequalities would otherwise have enjoyed, in total, between 1.3 and 2.5 million extra years of life. Ensure a healthy standard of living for all; Create and develop healthy and sustainable places and communities; and Strengthen the role and impact of ill health prevention.	Fair Society, Healthy Lives: The Marmot Review: Strategic review of health inequalities in England post, 2012
	Paragraph 91 of the NPPF states: Planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres,	National Planning Policy Framework (NPPF), 2019

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	street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.	
	Poorly located and designed new development seriously hinders healthy lifestyles. Physical inactivity directly contributes to one in six deaths in the UK, drives rising levels of obesity, and is the fourth largest cause of disease and disability. It costs society an estimated £7.4 billion a year and places the national healthcare system under increasing financial strain. By enabling compact, higher density, and mixed-use patterns of development. This encourages more people to incorporate physical activity into their daily journeys, improving productivity and dramatically reducing ill health.	Chartered Institution of Highways & Transportation (CIHT), Better planning, better transport, better places, 2019
	There are three main mechanisms that link transport and health and wellbeing: ▪ Transport and access: Transport plays a key role in improving access to health services, particularly for vulnerable groups like older people. ▪ Mode of transport: Mode of transport affects physical and mental health, via mechanisms including physical activity and commuting time. ▪ Wider effects of transport and infrastructure: Transport can facilitate social interactions and promote social inclusion.	Transport, health, and wellbeing: An evidence review for the Department for Transport, 2019
	Regular physical activity provides a range of physical and mental health and social benefits, including: ▪ reducing the risk of many long-term conditions ▪ helping manage existing conditions ▪ ensuring good musculoskeletal health ▪ developing and maintaining physical and mental function and independence ▪ supporting social inclusion	Public Health England, Health Matters, Physical Activity: Prevention and management of long-term conditions, 2020

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	- helping maintain a healthy weight - reducing inequalities for people with long-term conditions The CMOs' Physical Activity Guidelines state that for good physical and mental health, adults should aim to be physically active every day. Any activity is better than none, and more is better still. Regular physical activity can help to prevent and manage a range of chronic conditions and diseases, many of which are on the rise and affecting people at an earlier age.	
	Regional	
	Everyone who cycles rather than driving improves not just their own health, but everybody else's health, by reducing pollution, traffic danger and noise. A classic cycling measure, such as blocking residential streets to through traffic, improves life for all who live or walk on that street. Traffic reduction measures in London and elsewhere have delivered significant boosts to footfall and trade at shops, restaurants and other businesses.	Running out of road: Investing in cycling in Cambridge, Milton Keynes and Oxford, 2018
	Good placemaking is also linked to a wider set of positive social, economic and environmental outcomes, including healthy lifestyles, mental health, environmental sustainability and enhanced financial and economic value. By planning, designing and building better places, there is an opportunity to realise these wider benefits and ensure that new developments can become assets enhancing quality of life across the arc, without affecting the viability of developments or making them unaffordable.	Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc, 2017
Community Safety	**National**	
	Paragraph 180 of the NPPF states that any significant impacts from developments on the transport network (in terms of capacity and congestion), or on highway safety, should be cost effectively mitigated to an acceptable degree.	National Planning Policy Framework (NPPF), 2019
	Paragraphs 3.10 – 3.12 of the NN NPS advise that "scheme promoters are expected to take opportunities to improve road safety, including introducing the most modern and effective safety measures where proportionate", and that it is the Government's policy to ensure that risks of rail passenger and workforce accidents are reduced so far as reasonably practicable.	National Networks National Policy Statement (NN NPS) (2014)

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	This second Road Investment Strategy (RIS2) sets a long-term strategic vision for the road network. It specifies the performance standards Highways England must meet; lists planned enhancement schemes we expect to be built; and states the funding that we will make available during the second Road Period (RP2), covering the financial years 2020/21 to 2024/25. In total, RIS2 commits the Government to spend £27.4 billion during RP2. Some of this will be used to build new road capacity, but much more will be used to improve the quality and reduce the negative impacts of the existing strategic road network, so that every part of the country will benefit. As part of the 2050 vision, RIS2 wants to provide a 'safer more reliable network'. In fulfilling its purpose in 2050 envisages: - The strategic road network (SRN) is designed and operated in response to what road users want, while also taking into account the impacts that it has on people and places. - Continued improvements in safety technology, coupled with intelligent management of the network, result in reductions in the numbers of people killed or injured on the SRN. - Users of the SRN experience reliable journeys, with predictable journey times across the network. - The condition of road surfaces and other infrastructure around the road is of a consistently high quality, and problems are fixed early before they become an inconvenience - Day-to-day operation of the SRN is treated as equally important to capital enhancements, and the need for disruptive roadworks is minimised. - Better information is provided for people planning or making journeys at the point they need them, and the power of data has been unlocked to optimise the management of the network and to help people make good choices about how to make their journey. - The SRN is resilient to climate change and incidents, such as flooding, poor weather conditions, blockages on connecting transport networks. - Supporting capacity has been added to provide resilience and ensure people and businesses have a greater choice of options that meet their needs.	Department for Transport, Road Investment Strategy 2: 2020-2025, 2020

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	Whilst the number of people Killed or Seriously Injured (KSI) on UK roads has generally been declining since 2005, over the last few years the number of fatalities has remained fairly consistent with a small increase in KSIs in 2013. Highways England recognise that they must continue to improve safety by investing in the road network, both to prevent incidents from occurring and to reduce the severity of those that do. By end of 2020, they aim to have reached a target of no more than 1,393 KSIs across the network in a year. This will be achieved by a year on year reduction in those harmed across the network	Highways England Delivery Plan 2015-2020, 2015
Biodiversity, Natural Capital and Ecosystem Services	**International**	
	The convention has three main aims which are stated in Article 1: ▪ to conserve wild flora and fauna and their natural habitats; ▪ to promote cooperation between states; and ▪ to give particular attention to endangered and vulnerable species including endangered and vulnerable migratory species.	Bern Convention on the Conservation of European Wildlife and Natural Habitats (1979)
	The identification of a European network of Sites of Community Importance (SCIs) to be designated as Special Areas of Conservation (SACs). An SA would need to report on any potential effects on SACs and all development plans should aim to avoid adverse effects on them.	Conservation of Natural Habitats and Wild Fauna & Flora (the 'Habitats Directive') (1992)
	Aimed at halting the loss of biodiversity and ecosystem services in the EU by 2020, the strategy provides a framework for action over the next decade and covers the following key areas: ▪ Conserving and restoring nature; ▪ Maintaining and enhancing ecosystems and their services; ▪ Ensuring the sustainability of agriculture, forestry and fisheries; ▪ Combating invasive alien species; and ▪ Addressing the global biodiversity crisis.	EU (2011) EU Biodiversity Strategy to 2020 – towards implementation
	Aimed at halting the loss of biodiversity and ecosystem services in the EU by 2020, the strategy provides a framework for action over the next decade and covers the following key areas:	EU (2011) EU Biodiversity Strategy to 2020 – towards implementation

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	▪ Conserving and restoring nature; ▪ Maintaining and enhancing ecosystems and their services; ▪ Ensuring the sustainability of agriculture, forestry and fisheries; ▪ Combating invasive alien species; and ▪ Addressing the global biodiversity crisis.	
	The 7th EAP guided EU environmental policy up to 2020 and set ambitions for 2050. The Programme set the following as a priority objective: "to protect, conserve and enhance the Union's natural capital." The 7th EAP reflects the EU's commitment to the preservation of biodiversity and the ecosystem services it provides for both its intrinsic value and the its contribution to economic well-being. The Programme highlights that integrating the value of ecosystem services into accounting and reporting across the Union and its member states by 2020 will result in the better management of natural capital.	EU (2013) 7th Environment Action Programme (EAP) to 2020
	This plan provides an overarching framework on biodiversity, for all biodiversity-related conventions, the entire United Nations system and all other partners engaged in biodiversity management and policy development. The plan consists of five strategic goals of which 20 further Aichi goals which include: ▪ Strategic Goal A: Address the underlying causes of biodiversity ▪ loss by mainstreaming biodiversity across government and society. ▪ Strategic Goal B: Reduce the direct pressures on biodiversity and promote sustainable use. ▪ Strategic Goal C: To improve the status of biodiversity by safeguarding ecosystems, species and genetic diversity. ▪ Strategic Goal D: Enhance the benefits to all from biodiversity and ecosystem services. ▪ Strategic Goal E: Enhance implementation through participatory planning, knowledge management and capacity building.	The Convention on Biological Diversity's (CBD's) Strategic Plan for Biodiversity 2011-2020

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	The Ramsar Convention covers all aspects of wetland conservation. It has three main pillars of activities: ▪ The designation of wetlands of international importance as Ramsar sites; ▪ The promotion of the wise use of all wetlands in the territory of each country; and ▪ International co-operation with other countries to further the wise use of wetlands and their resources. While the initial emphasis was on selecting sites of importance to waterbirds, now non-bird features are increasingly taken into account, both in the selection of new sites and when reviewing existing sites.	Ramsar Convention on the Conservation on Wetlands of International Importance (1971)
	National	
	The Environment Bill 2020 sets out how the Government plan to protect and improve the natural environment in the UK and is a key vehicle in the delivery of the 25 Year Environment Plan (below). It sets a new and ambitious domestic framework for environmental governance on a number of measures including the clean air strategy; biodiversity net gain; trees; conservation covenants; extended producer responsibility for packaging; recycling; a deposit return scheme for drinks containers and water. Several of these will be of particular importance to the Strategy in the future, including air quality and biodiversity net gain.	The Environment Bill 2020
	The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. The Plan includes ten key targets of which two focus on biodiversity. Thriving plants and wildlife: ▪ Restoring 75% of our one million hectares of terrestrial and freshwater protected sites to favourable condition, securing their wildlife value for the long term;	25 Year Environment Plan, HM Government (2018)

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	- Creating or restoring 500,000 hectares of wildlife-rich habitat outside the protected site network, focusing on priority habitats as part of a wider set of land management changes providing extensive benefits; - Taking action to recover threatened, iconic or economically important species of animals, plants and fungi and where possible to prevent human-induced extinction or loss of known threatened species in England and the Overseas Territories; - Increasing woodland in England in line with our aspiration of 12% cover by 2060: this would involve planting 180,000 hectares by end of 2042. - Enhancing biosecurity: - Managing and reducing the impact of existing plant and animal diseases; lowering the risk of new ones and tackling invasive non-native species; - Reaching the detailed goals to be set out in the Tree Health Resilience Plan of 2018; - Ensuring strong biosecurity protection at our borders, drawing on the opportunities leaving the EU provides; and - Working with industry to reduce the impact of endemic disease.	
	The Wildlife and Countryside Act 1981 consolidates and amends existing national legislation to implement the Convention on the Conservation of European Wildlife and Natural Habitats (Bern Convention) and Council Directive 79/409/EEC on the conservation of wild birds (Birds Directive) in Great Britain (NB Council Directive 79/409/EEC has now been replaced by Directive 2009/147/EC of the European Parliament and of the Council of 30 November 2009 on the conservation of wild birds (codified version)). The Act provides for the notification and confirmation of Sites of Special Scientific Interest (SSSIs) and the protection of wildlife.	Wildlife and Countryside Act (as amended 1981)
	The Biodiversity Strategy for England sets a fundamental shift in train by ensuring that biodiversity considerations become embedded in all the main sectors of economic activity, public and private. The Strategy capitalises on the opportunities presented by the report of the Policy Commission on Food and Farming and the current review of the Common Agricultural Policy. The Strategy sets out a programme for five years for the other main policy sectors, to make the changes necessary to conserve,	Working with the grain of nature: A Biodiversity Strategy for England 2002

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	enhance and work with the grain of nature and ecosystems rather than against them. It takes account of climate change as one of the most important factors affecting biodiversity and influencing policies.	
	The aim of the White Paper is to set out a clear framework for protecting and enhancing the things that nature gives us for free. Four core themes: 1. Protecting and improving our natural environment 2. Growing a green economy 3. Reconnecting people and nature 4. International and EU leadership	The Natural Environment White Paper (2011)
	Species and habitats should be restored and enhanced in comparison with 2000 levels. Improve the long term sustainability of ecological and physical processes that underpin the functioning of ecosystems, thereby enhancing the capacity of ecosystem services. Provide accessible natural environments rich in wildlife for people to enjoy and experience.	Making Space for Nature: A review of England's Wildlife Sites and Ecological Network: Chaired by Professor Sir John Lawton CBE FRS (2010)
	Protect and enhance biodiversity through Nature Improvement Areas (NIAs), biodiversity offsetting, Local Nature Partnerships and phasing out peat use. Place natural capital at the centre of economic decision making to avoid the unintended environmental consequences that arise from undervaluing natural assets.	The Natural Choice: Securing the value of nature; HM Government (2011)
	NN NPS states that development should avoid significant harm to biodiversity and geological conservation interests, including through mitigation and consideration of reasonable alternatives. The applicant may also wish to make use of biodiversity offsetting in devising compensation to counteract impacts on biodiversity which cannot be avoided or mitigated. Where significant harm cannot be avoided or mitigated, as a last resort, appropriate compensation measures should be sought. Paragraphs 3.2 to 3.5 of the NN NPS state that not only should national road and rail networks be designed to minimise social and environmental impacts, but that they should also seek to improve quality of life. In part this may be	National Networks National Policy Statement (NN NPS) (2014)

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	achieved by "reconnecting habitats and ecosystems […] improving water quality and reducing flood risk, […] and addressing areas of poor air quality." Paragraph 5.162 recognises the potential for developments to provide positive environmental and economic benefits through the provision of green infrastructure. Paragraph 5.175 of the NN NPS highlights that green infrastructure identified in development plans should be protected and, where possible, enhanced.	
	Paragraphs 170 and 174 to 177 of the NPPF require development to protect and safeguard biodiversity, and advise that development should aim to conserve, restore and enhance biodiversity adequately through mitigation or, as a last resort, using compensation. Proposals which aim to conserve or enhance biodiversity should be supported. Recognise the wider benefits of ecosystem services; minimise impacts on biodiversity and provide net gains in biodiversity, contributing to the Government's commitment to halt the overall decline in biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures. Paragraph 170 of the NPPF requires that planning decisions should be taken to enhance the natural environment by recognising the wider benefits from natural capital and ecosystem services. Further, Paragraph 171 requires plans to take a strategic approach to maintaining and enhancing green infrastructure networks and improving natural capital at a catchment or landscape scale.	National Planning Policy Framework (NPPF) (2019)
	The report identifies that: - some assets are currently not being used sustainably and the benefits that we derive from them are at risk; - there are major economic benefits to be gained from natural capital and that their value should be incorporated into decision making; and - a long-term restoration plan is necessary to maintain and improve natural capital for future generations.	The State of Natural Capital: Restoring our Natural Assets; Natural Capital Committee (2014)

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	In the report, the Natural Capital Committee sets out: Despite some improvements, only limited progress has been made towards the 25 Year Environment Plan's goals. Its advice to Government that biodiversity net gain should be expanded to environmental net gain. Its advice that an England wide baseline of natural capital assets should be established to measure progress towards environmental goals. Natural capital should be seen as infrastructure in its own right, in recognition of its contribution to economic wellbeing.	The State of Natural Capital; Natural Capital Committee (2020)
	Regional	
	As the first phase of the Combined Authority's strategic spatial framework, this document outlines their ambitions for growth within the county through 10 spatial strategic objectives. The tenth objective is that the "Combined Authority will work with Defra, the Local Nature Partnership, and local planning authorities to ensure that the updated green infrastructure strategies for the area and natural capital and biodiversity principles are reflected appropriately in the development of the Strategic Spatial Framework."	Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory) (2018)
	The report outlines how investment in natural capital will contribute towards the county's growth whilst protecting Oxfordshire's local environment. OxLEP recognises that "environmental investment will be as important as investment in transport, communications and other infrastructure in Oxfordshire". The five strategic priorities for investment identified are: ■ Growing the green economy in Oxfordshire ■ Enhancing the quality and resilience of urban areas ■ Improving management of land to reduce flood risk, enhance water resources, and promote biodiversity ■ Promoting and enabling access to the countryside ■ Engaging people in the environment and enabling more sustainable lifestyles"	Oxfordshire Local Enterprise Partnership (OxLEP) | Strategic Environmental and Economic Investment Plan for Oxfordshire

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	The report makes a series of recommendations for the growth corridor, including: ■ Developing a strategic natural capital and environment plan informed by a natural capital asset register and an associated risk register; ■ Developing key mechanisms to protect and enhance natural capital, such as net biodiversity and environmental gain requirements for developers, Highways England, Network Rail, and Homes England; and ■ Developing a set of baseline natural capital data and maps across the corridor. The work has been led by the Bedfordshire Local Nature Partnership (LNP), working with a federation of existing nature partnerships across the five counties of the Corridor. The project was funded by Defra, with contributions from the Local Nature Partnerships of Bedfordshire and Buckinghamshire, and the Natural Environment Research Council Following on from this plan, Local Nature Partnerships also calls for 6 asks: ■ A bold, strategic Arc-wide plan for the environment, natural capital and biodiversity which has the same status as the industrial, housing and transport strategies (which will ensure the protection and enhancement of the existing environment); ■ A plan that builds on the ambitions within the Government's 25-year plan for the environment and their statements in the response to the NIC's report; ■ Clear and measurable 'net gain' targets for natural capital and for biodiversity across the Arc and within housing developments and infrastructure projects; ■ Environmental, natural capital and biodiversity best practice should be identified and fully incorporated into, and integrated within, the choice of locations and the designs of all new housing and other developments providing appropriate space for people and wildlife; ■ A natural capital and biodiversity investment plan for the Arc that will protect and improve the connectivity and resilience of habitats and landscapes; and ■ Clear and consistently applied mechanisms to ensure local authorities cooperate to enhance natural capital and biodiversity at a catchment or landscape scale across local authority boundaries.	Natural Capital Investment Planning for the Oxford-Milton Keynes – Cambridge Growth Corridor (2018) - The Bedfordshire Local Nature Partnership

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	The development of new settlements and arc-wide infrastructure schemes should not compromise the high-quality natural environment for existing and future residents. Infrastructure providers, developers and government at all levels will need to ensure that they are actively seeking to minimise the environmental impact of achieving transformational growth within the arc. The development and infrastructure industry is moving towards employing a 'net gain' approach to biodiversity and natural capital – this should be encouraged by all parties with a stake in the future development of the arc. Embedding 'net gain' into development is about seeking to maximise the value of natural assets as an integral and strategic part of placemaking and growth, rather than a compensatory add-on. Achieving these 'net gains' is more than simply replacing and outweighing losses with gains – it also requires doing everything possible to avoid losing biodiversity and natural capital in the first place. Government and local authorities should therefore work together to ensure that new settlements and strategic infrastructure, including new elements of the East West Rail and the Oxford-Cambridge Expressway are planned, developed and strategically linked with each other and investment in green infrastructure to achieve net gains in biodiversity and natural capital.	National Infrastructure Commission report | Partnering for Prosperity: A new deal for the Cambridge-Milton Keynes-Oxford Arc
	The plan provides: ▪ An overarching approach to identifying environmental opportunities and risks to deliver net gain; ▪ An evidence base- mapping and evaluating the Arcs natural capital and ecosystem services to provide a consistent natural capital baseline; ▪ De-risk growth by enabling environmentally, focused and informed decision making; ▪ Support to cross boundary and partnership working; and ▪ Support to integrated planning	Environment Agency's Local Natural Capital Plan for the OxCam arc 2019

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Landscape and Townscape	**National**	
	English Nature (now Natural England) recommends that provision should be made of at least 2ha of accessible natural greenspace per 1000 population according to a system of tiers into which sites of different sizes fit: ▪ no person should live more than 300m from their nearest area of natural greenspace; ▪ there should be at least one accessible 20ha site within 2km from home; ▪ there should be one accessible 100ha site within 5km; and ▪ there should be one accessible 500ha site within 10km.	Accessible Natural Green Space Standards in Towns and Cities: A review and Toolkit for their Implementation (2003) and Nature Nearby: Accessible Green Space Guidance (2010)
	Fields in Trust guidance, first published in the 1930s, is based on a broad recommendation that 6 acres (2.4 hectares) of accessible green space per 1,000 head of population enables residents of all ages to participate in sport and play; 75% of local authorities adopt this or an equivalent standard (2014 Fields in Trust / David Lock Associates Survey).	Guidance for Outdoor Sport and Play (2015)
	Communities should identify green infrastructure requirements in their local area through addition to or creative enhancement of the existing network. Look to enhance local landscape character, heritage and biodiversity and ensure long term management is included in an overall strategy.	Local Green Infrastructure: helping communities make the most of their landscape: Landscape Institute for Green Infrastructure Partnership (2011).
	The Landscape Institute's most recent position statement, 'Green Infrastructure LI Position Statement 2013' sets out why GI is crucial to our sustainable future. The publication showcases a range of successful GI projects and shows how collaboration is key to delivering multifunctional landscapes. It also illustrates why landscape professionals should take the lead on the integration of GI.	Green Infrastructure: An integrated approach to landscape use. Landscape Institute Position Statement (2013)
	Paragraph 170 of the NPPF requires developments to protect and enhance valued landscapes and recognise the intrinsic character and beauty of the countryside. Paragraph 172 of the NPPF states that great weight should be given to conserving and enhancing landscape and scenic beauty in National parks, the Broads and Areas of Outstanding Natural Beauty, which have the highest status	National Planning Policy Framework (NPPF) (2019)

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	of protection. The scale and extent of development within these designated areas should be limited, planning permission for major developments should be refused other than in exceptional circumstances where it can be demonstrated that the development is in the public interest.	
	Paragraph 5.149 states that when judging the impact of a project on landscape, the decision is dependent on the nature of the existing landscape likely to be affected and the nature of the effect likely to occur. The project should aim to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.	National Policy Statement for National Networks (2014)
	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to "safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage."	25 Year Environment Plan (2018)
Historic Environment	**International**	
	The convention defines the kind of natural or cultural sites which can be considered for inscription onto the World Heritage List By signing the Convention, each country pledges to conserve not only the World Heritage sites situated on its territory, but also to protect its national heritage. Article 5 outlines the measures that State Parties shall adopt to ensure that effect and active measures are taken for the protection, conservation and presentation of cultural and natural heritage.	UNESCO World Heritage Convention 1972
	The European Landscape Convention promote the protection, management and planning of the landscapes and organised international co-operation in landscape issues.	European Landscape Convention 2000
	The main aim of the Convention is to reinforce and promote policies for the conservation and enhancement of Europe's heritage. It establishes the principles of "European co-ordination of conservation policies" including consultations regarding the thrust of the policies to be implemented	The Convention for the Protection of the Architectural Heritage of Europe 1985
	The Convention replaced and updated the original London Convention in 1969. It established a body of new basic legal standards for Europe, to be met by national policies for the protection of archaeological assets as sources of	The European Convention on the Protection of Archaeological Heritage (1992)

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	scientific and documentary evidence, in line with the principles of integrated conservation. The revised text makes the conservation and enhancement of the archaeological heritage one of the goals of urban and regional planning policies.	
	National	
	Section 16 of the NPPF refers to the conservation and enhancement of the historic environment directly. In particular, this section outlines the following: ■ Paragraph 184 states that Heritage assets ranging from sites and buildings are irreplaceable resources and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. ■ Paragraph 185 outlines that plans should have a positive strategy for the conservation and enjoyment of the historic environment, including heritage assets most at risk through neglect, decay or other threats. . ■ Paragraph 186 outlines that when considering the designation of conservation areas, local planning authorities should ensure that an area justifies such status because of its special architectural or historic interest, and that the concept of conservation is not devalued through the designation of areas that lack special interest. ■ Paragraph 187 states that local planning authorities should maintain or have access to a historic environmental record. This should contain up-to-date evidence about the historic environment in their area, which can be used to assess the significance of heritage assets and predict the likelihood that current unidentified heritage assets, particularly sites of historic and archaeological interest, will be discovered in the future. ■ Paragraphs 189- 192 outline how planning applications proposals may impact on heritage assets, and gives guidance on how planning authorities should approach proposals that may harm the historic environment eg Paragraph 192 states that when determining applications, authorities should take into account the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality ■ Paragraphs 193 – 202 give guidance on the considering potential impacts. For example, Paragraph 194 states that any harm to, or loss of, the	National Planning Policy Framework (NPPF) (2019)

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	significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.	
	Paragraph 5.149 states that when judging the impact of a project on landscape, the decision is dependent on the nature of the existing landscape likely to be affected and the nature of the effect likely to occur. The project should aim to avoid or minimise harm to the landscape, providing reasonable mitigation where possible and appropriate.	National Policy Statement for National Networks (2014)
	Goal 6: Enhancing beauty, heritage and engagement with the natural environment, is to "safeguard and enhance the beauty of our natural scenery and improving its environmental value while being sensitive to considerations of its heritage."	25 Year Environment Plan (2018)
	This is an Act relating to special controls in respect of buildings and areas of special architectural or historic interest.	Planning (Listed buildings and Conservation Areas) Act 1990
	The Act aims to protect the archaeological heritage of England and Wales. The Act defines sites that warrant protection due to their national importance. Under the terms of the Act, the SoS has a duty to compile a schedule of ancient monuments of national importance, with the purpose being to help preserve them. The Act creates criminal offences in respect of unauthorised works to, or the destruction or damage of Scheduled Monuments.

For example, where Ancient Monuments occur on agricultural land the following Act influences the extent of public control to ensure the protection of scheduled ancient monuments. | Ancient Monuments and Archaeological Areas Act 1979 |
	This document is intended to help government to realise its vision for the historic environment, and to assist us in working jointly with others to achieve our aims. In it the government set out their understanding of the value of the historic environment, and the many roles that government and others can play.	Governments Statement on the Historic Environment for England 2020
Water Environment	**National**	
	"… inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or	National Planning Policy Framework (2019)- Paragraph 155

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	future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere".	
	"… if there is no reasonably available site in Flood Zones 1 or 2, then national networks infrastructure projects can be located in Flood Zone 3, subject to the Exception Test. Both elements of the test will have to be passed for development to be consented…"	National Policy Statement for National Networks (2014)- Paragraph 5.105
	"Any project that is classified as 'essential infrastructure' and proposed to be located in Flood Zone 3a or 3b should be designed and constructed to remain operational and safe for users in times of flood; and any project in Zone 3b should result in no net loss of floodplain storage and not impede water flows".	National Policy Statement for National Networks (2014)- Paragraph 5.109
	"Activities that discharge to the water environment are subject to pollution control"	National Policy Statement for National Networks (2014)- Paragraph 5.224
	"… impacts on the water environment should be given more weight where a project would have adverse effects on the achievement of the environmental objectives established under the Water Framework Directive".	National Policy Statement for National Networks (2014)- Paragraph 5.225
	"Improve at least three quarters of our waters to be close to their natural state as soon as is practicable by: […] Reaching or exceeding objectives for rivers, lakes, coastal and ground waters that are specially protected, whether for biodiversity or drinking water".	A Green Future: Our 25 Year Plan to Improve the Environment (2018)- Goal 2 'Clean and plentiful water'
Regional		
	Water Resources in the east of England are under increasing pressure from a rapidly growing population, climate change and environmental needs. There is also a significant and growing risk of severe drought.	Anglican Water, Water Resources Management Plan 2019
	Summer 2018 was the joint hottest on record. As the impact of climate change intensifies, weather patterns will become increasingly volatile. The annual chance of having a 2018 summer has already increased to 10%-20% due to climate change and could be as high as 50% by 2050. 62% of Thames Water's pipes are over 60 years old, increasing vulnerability to changes in temperature assuming current rates of usage 360 Ml/d predicted water shortfall by 2045.	Thames Water, Building a Better Future Annual Report and Annual Performance Report 2018/19

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	Climate change is likely to reduce how much water is available for abstraction due to changing rainfall patterns. It is projected that the population of the South East will increase by approximately 9 million people by 2100. The plan seeks to: ▪ Ensure there is enough water to serve the growing population and support growth in the economy ▪ Address the impacts of climate change on water availability ▪ Improve the environment by leaving more water in the regions rivers, streams and underground sources ▪ Increase the regions resilience to drought and other events.	Future Water Resource Requirements for South East England (Water Resources South East) 2020
	The Cambridge Water are responsible for water supply for Cambridge City, South Cambridgeshire and parts of Huntingdonshire. This area is facing a number of significant changes including increased demand for water due to increased population and increased properties within the region, and the need to change the way the water resource is used to ensure sustainable abstraction	Cambridge Water Revised Draft Water Resources Management Plan 2019
	Thames Water studies show that future requirements for water in the south east of England are likely to increase. There is a need to increase resilience to drought, in light of a changing climate.	Thames Water Water Resources Management Plan
	Catchment flood management plans (CFMPs) consider all types of inland flooding, from rivers, groundwater, surface water and tidal flooding. Shoreline management plans consider flooding from the sea. CFMPs also include likely impacts of climate change, the effects of how we use and manage the land, how areas could be developed to meet out present day needs without compromising the ability of future generations	Anglian and Thames catchment Flood Management Plans: Great Ouse, River Nene, Medway, Thames, Broadlands, East Suffolk, Louth Coastal, North Essex, North Norfolk, River Welland, River Witham, South Essex
	The purpose of a river basin management plan is to provide a framework for protecting and enhancing the benefits provided by the water environment. The plan: Aims to prevent water bodies deteriorating.	Anglian & Thames River Basin Management Plans 2015

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	Highlights the areas of land and bodies of water that have specific uses that need special protection Sets legally binding objectives for each quality element in every water body Provides a framework for action and future regulation	
	This guidance outlines the Environment Agency's approach to managing and protecting groundwater. The document helps anyone whose current or proposed activities have an impact on, or are affected by groundwater. When planning proposals are brought forward for major new road, rail or airport developments the Environment Agency will require that: ■ drainage is via sustainable drainage systems (SuDS) designed and maintained to current good practice standards, including the provision of suitable treatment or pollution prevention measures. The point of discharge of such systems should normally be outside SPZ1 and ideally outside SPZ2 ■ where there is an existing or unavoidable need to discharge in SPZ1, the Environment Agency requires a detailed risk assessment to demonstrate that pollution of groundwater will not occur	Environment Agency's approach to groundwater protection 2019
	Flood and coastal erosion risk in England is expected to increase due to climate change and development in areas at risk Risk should be managed in a co-ordinated way within catchments and along the coast and balance the needs of communities, the economy and the environment. The strategy encourages more effective risk management by enabling people, communities, business, infrastructure operators and the public sector to work together.	Environment Agency National Flood & Coastal Erosion Risk Management (FCERM) Strategy (due to be published Spring 2020)
Air Quality, Climate Change and Greenhouse Gases	**International**	
	Developed countries commit themselves to reducing their collective emissions of six key greenhouse gases by at least 5%. Each country's emissions target must be achieved by the period 2008-2012. Doha Amendment saw parties commit to reduce GHG emissions by at least 18 percent below 1990 levels in the eight-year period from 2013 to 2020.	Kyoto Protocol to the UN Framework Convention on Climate Change (1992) Doha Amendment to the Kyoto Protocol (2012)

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	Improve carbon management and help the transition towards a low carbon economy in the UK. Demonstrate strong UK leadership internationally, showing the commitment to taking shared responsibility for reducing global emissions in the context of developing negotiations on a post-2012 global agreement at Copenhagen in 2009. Greenhouse gas emission reductions through action in the UK and abroad of at least 80% by 2050, and reductions in CO2 emissions of at least 26% by 2020, against a 1990 baseline. However, more ambitious targets are being set under the Paris Agreement (see below).	The Climate Change Act, 2008
	Aims to limit the global warming change to well below 2°C above pre-industrial levels. However, countries aim to limit the increase to 1.5°C to reduce the impacts of global warming. The EU has committed to a binding target of a reduction of at least 40% in greenhouse gas emissions by 2030 compared to 1990. This is a more ambitious target than those set under the Climate Change Act,	The Paris Agreement, 2015
	National	
	Paragraph 150 of the NPPF states that "New development should be planned for in ways that: • a) avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and • b) can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards."	NPPF, 2019
	Paragraph 4.38 of the NN NPS states that "New development should be planned to avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the provision of green infrastructure."	Department for Transport, National Policy Statement for National Networks, 2014

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	The NN NPS also requires carbon impacts to be considered as part of the appraisal of scheme options, and an assessment of any likely significant climate factors in accordance with the requirements in the EIA Directive.	
	Goal 7 of the 25 Year Environment Plan, 'Mitigating and adapting to climate change', is to "take all possible action to mitigate climate change, while adapting to reduce its impact" by "continuing to cut greenhouse gas emissions including from land use, land use change…" and "making sure that all policies, programmes and investment decisions consider the possible extent of climate change this century". With regards to the transport sector, the 25 Year Environment Plan identifies four 'early' priorities through the 'Future of Mobility Grand Challenge'. These include encouraging new modes of transport; addressing the challenges of moving from hydrocarbon to zero emission vehicles; and Preparing for a future of new mobility services, increased autonomy, journey-sharing and a blurring of the distinctions between private and public transport.	25 Year Environment Plan, HM Government (2018)
	The UK has committed to an 80% reduction in its greenhouse gas emissions by 2050. In order to help meet this target, the UK Committee on Climate Change (CCC) has devised a series of interim UK "carbon budgets" as follows: • 1st carbon budget (2008 to 2012): 23% reduction; • 2nd carbon budget (2013 to 2017): 29% reduction; • 3rd carbon budget (2018 to 2022): 35% reduction by 2020; • 4th carbon budget (2023 to 2027): 50% reduction by 2025; • 5th carbon budget (2028 to 2032): 57% reduction by 2030.	UK Committee on Climate Change, Interim UK Carbon Budgets
	This Strategy sets out a comprehensive set of policies and proposals that aim to accelerate the pace of "clean growth", i.e. deliver increased economic growth and decreased emissions. Key Policies and Proposals in the Strategy: ▪ Develop world leading Green Finance capabilities; ▪ Develop a package of measures to support businesses to improve their energy productivity, by at least 20 per cent by 2030; ▪ Improving the energy efficiency of our homes; ▪ Rolling out low carbon heating; ▪ Accelerating the shift to low carbon transport;	The Clean Growth Strategy, 2017

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	▪ Delivering clean, smart, flexible power emissions; and ▪ Enhancing the benefits and value of our natural resources.	
	The 25 Year Environment Plan outlines the Government's ambition to leave our environment in a better state than we found it and the steps proposed to take to achieve that ambition. Mitigating and adapting to climate change: ▪ Continuing to cut greenhouse gas emissions including from land use, land use change, the agriculture and waste sectors and the use of fluorinated gases. The UK Climate Change Act 2008 commits us to reducing total greenhouse gas emissions by at least 80 per cent by 2050 when compared to 1990 levels; ▪ Making sure that all policies, programmes and investment decisions take into account the possible extent of climate change this century; and ▪ Implementing a sustainable and effective second National Adaptation Programme.	A Green Future: Our 25 Year Plan to Improve the Environment, 2018
	Accords air quality considerations substantial weight where, after taking into account mitigation, a scheme would lead to a significant air quality impact in relation to Environmental Impact Assessment (EIA) and/ or where they lead to deterioration in air quality in a zone/ agglomeration.	National Policy Statement for National Networks (2014)- Paragraph 5.12
	Addresses action to reduce emissions from transport "as a significant source of emissions of air pollution", in-particular oxides of nitrogen (NO_x) – which is responsible for high levels of NO_2 in ambient air, especially in urban areas - and particulate (PM_{10} and $PM_{2.5}$) emissions.	Clean Air Strategy (2019)
	There is a need to limit global warning to well below 2 °C. The document will outline plans and policies needed to table transport emissions. The plans will outline ways to: ▪ Accelerate modal shift to public and active transport; ▪ Decarbonise road vehicles through regulatory framework, vehicle supplies etc; ▪ Decarbonise how we get our goods;	DfT Decarbonising Transport Plan (due to be published Autumn 2020)

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	■ Provide place based solutions (considering how, where and when emissions occur in specific locations); ■ Utilise the UK's world-leading scientists, business leaders and innovators to position the UK as an internationally recognised leader of environmentally sustainable technology and innovation in transport; and ■ Lead international efforts in transport emissions reduction.	
Soil, Land Use Resource and Waste	**National**	
	"… contribute to and enhance the natural and local environment by: Protecting and enhancing valued landscapes, sites of biodiversity or geological value and soils…; Preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability…; and Remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate".	National Planning Policy Framework (2019)- Paragraph 170
	Requires land stability to be considered in respect of new development. Specifically, proposals should be appropriate for the location, including preventing unacceptable risks from land instability.	National Policy Statement for National Networks (2014)- Paragraph 5.117
	"Applicants should also identify any effects, and seek to minimise impacts, on soil quality, considering any mitigation measures proposed. Where possible, developments should be on previously developed (brownfield) sites provided that it is not of high environmental value. For developments on previously developed land, applicants should ensure that they have considered the risk posed by land contamination and how it is proposed to address this".	National Policy Statement for National Networks (2014)- Paragraph 5.168
	"Improve our approach to soil management: by 2030 we want all of England's soils to be managed sustainably, and we will use natural capital thinking to develop appropriate soil metrics and management approaches".	A Green Future: Our 25 Year Plan to Improve the Environment (2018)- Goal 5 'Clean and plentiful water' Using resources from nature more sustainably and efficiently'
	Seeks to facilitate the sustainable use of minerals	National Planning Policy Framework (2019)- Section 17

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	So far as practicable, planning policies should "take account of the contribution that substitute or secondary and recycled materials and minerals waste would make to the supply of materials, before considering extraction of primary materials, whilst aiming to source minerals supplies indigenously".	National Planning Policy Framework (2019)- Paragraph 204
	"Evidence of appropriate mitigation measures (incorporating engineering plans on configuration and layout, and use of materials) in both design and construction should be presented".	National Policy Statement for National Networks (2014)- Paragraph 5.19
	Sets out how the UK Government aims to preserve material resources by minimising waste, promoting resource efficiency and moving towards a circular economy in England.	Our Waste, Our Resources: A Strategy for England (Dec 2018)
Noise and Vibration	**National**	
	Paragraph 180 state planning policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life.	National Planning Policy Framework (NPPF) (2019)
	Paragraph 5.193 states that developments must be undertaken in accordance with statutory requirements for noise. Due regard must have been given to the relevant sections of the Noise Policy Statement for England, National Planning Policy Framework and the Government's associated planning guidance on noise. Paragraph 5.192 states that the Secretary of State should not grant development consent unless satisfied that the proposals will meet, the following aims, within the context of Government policy on sustainable development: avoid significant adverse impacts on health and quality of life from noise as a result of the new development; mitigate and minimise other adverse impacts on health and quality of life from noise from the new development; and	National Networks National Policy Statement (NN NPS) (2014)

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ISA Topic	Message/Issue for the development of the Transport Strategy	Document
	contribute to improvements to health and quality of life through the effective management and control of noise, where possible.	
	The long-term vision for the Noise Policy Statement for England is to "promote good health and a good quality of life through the effective management of noise within the context of Government policy on sustainable development."	Noise Policy Statement for England (2010)

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Table 1-2 - Local Plans and Programmes

Plan Name	Local Authorities/Partners	Adoption	Comments
Bedford			
Bedford Borough Local Plan 2030	Bedford Borough Council	January 2020	
Buckinghamshire			
Buckinghamshire's Local Transport Plan 4 2016-2036	Buckinghamshire County Council	December 2016	
Buckinghamshire Minerals and Waste Local Plan 2016-2036	Buckinghamshire County Council	July 2019	
Buckinghamshire Green Infrastructure Strategy	Buckinghamshire County Council	April 2009	
Aylesbury Transport Strategy	Buckinghamshire County Council and Aylesbury Vale District Council	January 2017	
Aylesbury Vale Local Plan 2013-2033	Aylesbury Vale District Council	N/A	Currently under main modifications consultation
Buckingham Transport Strategy	Buckinghamshire County Council and Aylesbury Vale District Council	January 2017	
Chiltern District Development Framework Core Strategy	Chiltern District Council	November 2011	Chiltern and South Bucks Local Plan 2036 will supersede the core strategy

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Plan Name	Local Authorities/Partners	Adoption	Comments
Chiltern and South Bucks Local Plan 2036	Chiltern District Council and South Bucks District Council	N/A	Submitted for independent examination on 26 September 2019
North Wessex AONB Management Plan 2019-2024	Council of Partners	2019	
Chilterns AONB Management Plan 2019-2024	Chilterns Conservation Board	2019	
South Bucks Local Development Framework Core Strategy	South Bucks District Council	January 2011	Chiltern and South Bucks Local Plan 2036 will supersede the core strategy
Wycombe District Local Plan	Wycombe District Council	August 2019	Currently being legally challenged
Buckinghamshire and Milton Keynes Biodiversity Action Plan	Buckinghamshire County Council Wycombe District Council Chilterns Conservation Board Aylesbury Vale District Council Milton Keynes Council		Currently being revised and updated.
Cambridgeshire			
Cambridgeshire Local Transport Plan 3 2011-2031	Cambridge County Council	July 2015	
Cambridgeshire Health and Wellbeing Strategy 2012-2017	Cambridge County Council	May 2015	

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Plan Name	Local Authorities/Partners	Adoption	Comments
Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020	Cambridgeshire and Peterborough Combined Authority	2015	
Cambridgeshire Green Infrastructure Strategy 2011	Cambridge County Council	June 2011	
Cambridge City Local Plan	Cambridge City Council 2018 - 2031	October 2018	
East Cambridgeshire Local Plan	East Cambridgeshire District Council	April 2015	
East Cambridgeshire District Transport Strategy	East Cambridgeshire District Council and Cambridgeshire County Council	December 2016	
Cambridge City and South Cambridgeshire Transport Strategy	Cambridge County Council	March 2014	
Fenland Local Plan	Fenland District Council	May 2014	Currently under review
Huntingdonshire's Local Plan to 2036	Huntingdonshire District Council	May 2019	
South Cambridgeshire Local Plan	South Cambridgeshire District Council	September 2018	
Central Bedfordshire			

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Plan Name	Local Authorities/Partners	Adoption	Comments
Central Bedfordshire Local Plan	Central Bedfordshire Council	N/A	Currently undergoing examination
North Local Development Framework	Central Bedfordshire Council	November 2009	
South Local Development Framework	Central Bedfordshire Council	November 2010	
Central Bedfordshire Gypsy and Traveller Local Plan	Central Bedfordshire Council	January 2014	
Hertfordshire			
Hertfordshire Minerals Local Plan (Proposed submission)	Hertfordshire County Council	N/A	Undergoing examination on Spring/summer 2020 for adoption in late 2020/early 2021
Hertfordshire Strategic Green Infrastructure Plan (Incorporating the GreenArc area)	Hertfordshire County Council	March 2011	
Hertfordshire's Local Transport Plan 2018 - 2031	Hertfordshire County Council	May 2018	
Hertfordshire Health and Wellbeing Strategy 2016-2020	Hertfordshire County Council	June 2016	

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Plan Name	Local Authorities/Partners	Adoption	Comments
Hertfordshire Public Health Service Strategy 2017-2021	Hertfordshire County Council	2017	
Broxbourne Local Plan 2018 - 2033	Broxbourne Borough Council	N/A	
Dacorum Core Strategy 2006-2031	Dacorum Borough Council	September 2013	
The East Herts District Plan 2018	East Herts Council	October 2018	
East Herts Green Infrastructure Plan	East Herts Council	March 2011	
Hertsmere Core Strategy 2012-2027	Hertsmere Borough Council	January 2013	Work is underway on and updated local plan
North Hertfordshire Local Plan 2011-2031	North Hertfordshire District Council	N/A	Proposed submission plan
North Hertfordshire District Green Infrastructure Plan	North Hertfordshire District Council	August 2009	
North Hertfordshire Transport Strategy	North Hertfordshire District Council	October 2017	Submitted to the Secretary of State for independent examination on 15th March 2018
St Albans Local Plan 2020-2036	St Albans City and District Council	N/A	Publication Draft - Currently undergoing examination

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Plan Name	Local Authorities/Partners	Adoption	Comments
Stevenage Borough Local Plan	Stevenage Borough Council	May 2019	
Three Rivers Core Strategy	Three Rivers District Council	October 2011	The council are preparing a new local plan for adoption in Summer 2021
Watford Local Plan Care Strategy 2006-2031	Watford Borough Council	January 2013	Work is underway on and updated local plan for adoption in 2021
Welwyn Hatfield Local Plan	Welwyn Hatfield Borough Council	N/A	Expected to be adopted by Spring/Summer 2020
South West Hertfordshire Joint Strategic Plan	Dacorum Borough Council, Hertsmere Borough Council, Watford Borough Council, St Albans City & District Council and Hertfordshire County Council	N/A	Expected to be adopted by Winter 2022
Luton			
Luton Local Plan 2011-31	Luton Borough Council	November 2017	
Minerals and waste Local Plan	Luton Borough Council, Bedford Borough Council and Central Bedfordshire Council	January 2014	
Luton Gypsy and Traveller Local Plan Part 2	Luton Borough Council	N/A	
Milton Keynes			
Plan:MK	Milton Keynes Council	N/A	Currently undergoing examination

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Plan Name	Local Authorities/Partners	Adoption	Comments
Milton Keynes Mobility Strategy 2018-2036 (LTP4)	Milton Keynes Council	March 2018	
Northamptonshire			
Northamptonshire Minerals and Waste Local Plan	Northampton County Council	July 2017	
Northamptonshire Arc, A Prosperity Plan for Northamptonshire	Northampton County Council	October 2011	
Northamptonshire Arc, Connecting Northamptonshire	Northampton County Council	October 2011	
Creating Sustainable Communities: Planning Obligations Framework and Guidance Document	Northampton County Council	January 2015	
North Northamptonshire Joint Core Strategy 2011-2031	Corby Borough Council, East Northamptonshire Council, Kettering Borough Council and Wellingborough Borough Council	July 2016	
North Northamptonshire Joint Core Strategy Infrastructure Delivery Plan	Corby Borough Council, East Northamptonshire Council, Kettering Borough Council and Wellingborough Borough Council	September 2017	

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Plan Name	Local Authorities/Partners	Adoption	Comments
West Northamptonshire Joint Core Strategy	Daventry District Council, Northampton Borough Council and South Northamptonshire	December 2014	
West Northamptonshire Joint Core Strategy Infrastructure Delivery Plan	Daventry District Council, Northampton Borough Council and South Northamptonshire	December 2018	
Part 2 Local Plan for Corby 2011-2031	Corby Borough Council	N/A	Submitted to the Secretary of State on 19th December 2019 for examination
Settlements and Countryside Local Plan (Part 2) for Daventry District 2011-2029	Daventry District Council	February 2020	
East Northamptonshire Local Plan Part 2	East Northamptonshire Council	N/A	Currently out for consultation
Kettering Site Specific Part 2 Local Plan	Kettering Borough Council	N/A	Currently out for consultation
Northampton Local Plan Part 2	Northampton Borough Council	N/A	Currently out for consultation
South Northamptonshire Part 2 Local Plan	South Northamptonshire Council	N/A	Submission draft
The Plan for the Borough of Wellingborough, Part 2	Wellingborough Borough Council	February 2019	
Oxfordshire			

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Plan Name	Local Authorities/Partners	Adoption	Comments
Oxfordshire Plan 2050	Oxfordshire County Council	N/A	Expected to be adopted in March 2022
Oxfordshire Local Transport Plan 4	Oxfordshire County Council	September 2015	
Oxfordshire Wildlife & Landscape Study	Oxfordshire County Council	N/A	
Oxfordshire Minerals and Waste Local Plan	Oxfordshire County Council	September 2017	
Oxfordshire Joint Health and Wellbeing Strategy (2018 - 2023) - Draft	Oxfordshire County Council	N/A	
The Cherwell Local Plan 2011 – 2031	Cherwell District Council	July 2015	
Oxford Local Plan 2016-2036	Oxford City Council	N/A	Currently undergoing examination
Oxford Green Space Strategy 2013-2027	Oxford City Council	February 2013	
South Oxfordshire Local Plan	South Oxfordshire District Council	N/A	Submission Draft
South Oxfordshire Green Infrastructure Strategy	South Oxfordshire District Council	July 2011	
Vale of White Horse Local Plan Part 2	Vale of White Horse District Council	September 2019	

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Plan Name	Local Authorities/Partners	Adoption	Comments
West Oxfordshire Local Plan 2030	West Oxfordshire District Council	September 2017	
West Oxfordshire Green Infrastructure Study	West Oxfordshire District Council	June 2011	
Cotswolds AONB Management Plan 2018- 2023	Cotswolds Conservation Board	September 2018	
Peterborough			
Peterborough Local Plan	Peterborough City Council	July 2019	
Peterborough Technology Strategy 2014 - 2019	Peterborough City Council	2014	
Peterborough Health and Wellbeing 2016 - 19 Strategy	Peterborough City Council & Peterborough Health and Wellbeing Board	May 2017	
Swindon			
Swindon Borough Local Plan 2026	Swindon Borough Council	N/A	Currently under review to cover the period up to 2036
Swindon Local Transport Plan 2011 to 2026	Swindon Borough Council	July 2009	
Local Enterprise Partnerships			

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Plan Name	Local Authorities/Partners	Adoption	Comments
Oxfordshire Local Industrial Strategy	Oxfordshire LEP	July 2019	
Strategic Economic Plan for Oxfordshire 2016	Oxfordshire LEP	2016	
SWLEP Local Energy Strategy	Swindon and Wiltshire LEP	November 2018	
Swindon and Wiltshire Rail Study, Rail Strategy Report	Swindon and Wiltshire LEP	July 2019	
Swindon and Wiltshire Strategic Economic Plan	Swindon and Wiltshire LEP	January 2016	
Buckinghamshire Strategic Economic Plan	Buckinghamshire LEP	2014	
Buckinghamshire Thames Valley Local Industrial Strategy	Buckinghamshire LEP	July 2019	
Cambridgeshire and Peterborough Minerals and Waste Development Plan, Core Strategy	Cambridgeshire County Council and Peterborough City Council	July 2011	
Cambridgeshire and Peterborough Interim Local Transport Plan	Cambridgeshire and Peterborough Combined Authority	June 2017	

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Plan Name	Local Authorities/Partners	Adoption	Comments
Cambridgeshire & Peterborough Combined Authority Business Board Local Industrial Strategy	Cambridgeshire and Peterborough Combined Authority	July 2019	
Hertfordshire Local Industrial Strategy	Hertfordshire LEP	N/A	Draft for consultation September 2019
The refreshed Strategic Economic Plan: 2017–2030	Hertfordshire LEP	July 2017	
South East Midlands Local Industrial Strategy	South East Midlands LEP	July 2019	
South East Midlands Energy Strategy	South East Midlands LEP	December 2018	
Northamptonshire Strategic Economic Plan	Northamptonshire Enterprise Partnership	Unknown	

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