

## 5 Transport and Air Quality

### Policy Context

#### International

- 5.1 **The Trans-European Networks (TEN):** Created by the European Union by Articles 154-156 of the Treaty of Rome (1957), with the stated goals of the creation of an internal market and the reinforcement of economic and social cohesion. These include the Trans-European Transport Networks (TEN-T), which includes High Speed 1, and the Trans-European Telecommunications Networks (eTEN).
- 5.2 **European Air Quality Framework Directive (1996) and Air Quality Directive (2008):** Put in place measures for the avoidance, prevention, and reduction in harmful effects to human health and the environment associated with ambient air pollution and establish legally binding limits for the most common and harmful sources of air pollution.

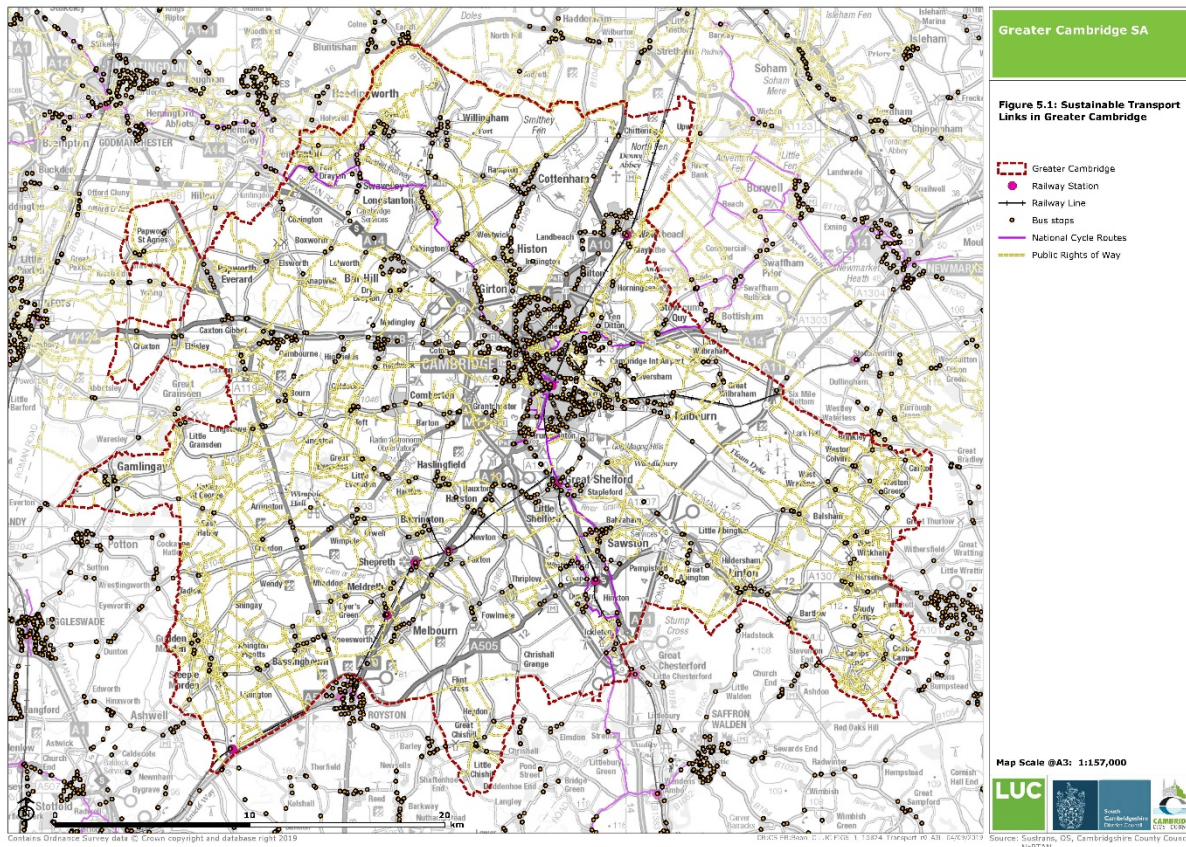
#### National

- 5.3 **National Planning Policy Framework (NPPF)<sup>118</sup>:** Encourages local planning authorities to consider transport issues from the earliest stages of plan making so that: opportunities to promote sustainable transport are identified and pursued; the environmental impacts of traffic and transport infrastructure can be identified and assessed; and opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised. The framework also states that the planning system should actively manage growth patterns in support of these objectives.
- 5.4 **National Planning Practice Guidance (PPG)<sup>119</sup> :** Reiterates the requirement for local planning authorities to undertake an assessment of the transport implications of reviewing

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<sup>118</sup> Department for Communities and Local Government (2019) National Planning Policy Framework [online] Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/779764/NPPF\\_Feb\\_2019\\_web.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/779764/NPPF_Feb_2019_web.pdf)

<sup>119</sup> Department for Communities and Local Government (2016) National Planning Practice Guidance [online] Available at: <https://www.gov.uk/government/collections/planning-practice-guidance>



their Local Plan.

- 5.5 **The Air Quality Strategy for England, Scotland, Wales and Northern Ireland**<sup>120</sup>: Sets out a way forward for work and planning on air quality issues by setting out the air quality standards and objectives to be achieved. It introduces a new policy framework for tackling fine particles, and identifies potential new national policy measures which modelling indicates could give further health benefits and move closer towards meeting the Strategy's objectives. The objectives of the Strategy are to:
- Further improve air quality in the UK from today and long term.
  - Provide benefits to health quality of life and the environment.
- 5.6 **Department for Transport, The Road to Zero (2018)**<sup>121</sup>: Sets out new measures towards cleaner road transport, aiming to put the UK at the forefront of the design and manufacturing of zero emission vehicles. It explains how cleaner air, a better environment, zero emission vehicles and a strong, clean economy will be achieved.

<sup>120</sup> Department for Environment Food and Rural Affairs (2007) The Air Quality Strategy for England, Scotland, Wales and Northern Ireland [online] Available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/69336/pb12654-air-quality-strategy-vol1-070712.pdf)

<sup>121</sup> Department for Transport, The Road to Zero (2018) [online] Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/739460/road-to-zero.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/739460/road-to-zero.pdf)

One of the main aims of the document is for all new cars and vans to be effectively zero emission by 2040.

- 5.7 **A Green Future: Our 25 Year Plan to Improve the Environment**<sup>122</sup>: Sets out goals for improving the environment within the next 25 years. It details how the Government will work with communities and businesses to leave the environment in a better state than it is presently. Identifies six key areas around which action will be focused. The area of relevance to this chapter is: increasing resource efficiency, and reducing pollution and waste. Actions that will be taken as part of this key areas are as follows:
- Increasing resource efficiency and reducing pollution and waste:
    - Reduce pollution by tackling air pollution in our Clean Air Strategy and reduce the impact of chemicals.
- 5.8 **UK Plan for Tackling Roadside Nitrogen Dioxide Concentrations**<sup>123</sup>: Sets out the Government's ambition and actions for delivering a better environment and cleaner air, including £1 billion investment in ultra-low emission vehicles (ULEVs), a £290 million National Productivity Investment Fund, a £11 million Air Quality Grant Fund and £255 million Implementation Fund to help local authorities to prepare Air Quality Action Plans and improve air quality, an £89 million Green Bus Fund, £1.2 billion Cycling and Walking Investment Strategy and £100 million to help improve air quality on the National road network.
- 5.9 **Clean Air Strategy 2019**<sup>124</sup>: Sets out the comprehensive action that is required from across all parts of government and society to meet these goals. This will be underpinned by new England-wide powers to control major sources of air pollution, in line with the risk they pose to public health and the environment, plus new local powers to take action in areas with an air pollution problem. These will support the creation of Clean Air Zones to lower emissions from all sources of air pollution, backed up with clear enforcement mechanisms. The UK has set stringent targets to cut emissions by 2020 and 2030.

#### Sub-national

- 5.10 **Cambridgeshire Local Transport Plan 2011-2031 (2015)**<sup>125</sup>: Addresses the County Council's priorities, as well as the strategic objectives from the previous Local Transport Plan 2. These are:

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<sup>122</sup> HM Government (2018) A Green Future: Our 25 Year Plan to Improve the Environment [online] Available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/673203/25-year-environment-plan.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/673203/25-year-environment-plan.pdf)

<sup>123</sup> Department for Environment Food and Rural Affairs and Department for Transport (2017) UK plan for tackling roadside nitrogen dioxide concentrations [online] Available at: [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/633269/air-quality-plan-overview.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/633269/air-quality-plan-overview.pdf)

<sup>124</sup> DEFRA, Clean Air Strategy 2019 [online] Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/770715/clean-air-strategy-2019.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf)

<sup>125</sup> Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: <https://ccc->

- Supporting and protecting people when they need it most.
- Helping people to live independent and healthy lives in their communities.
- Developing our local economy for the benefit of all.
- Managing and delivering the growth and development of sustainable communities.
- Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.
- Meeting the challenges of climate change and enhancing the natural environment.

5.11 Additionally, the Cambridgeshire & Peterborough Combined Authority Local Transport Plan (LTP) is under consultation until the 27<sup>th</sup> of September 2019. The emerging plan will replace the existing Cambridgeshire Local Transport Plan when it is adopted. The objectives of the Combined Authority LTP include supporting housing, employment, business and tourism, as well as promoting safety, health and wellbeing and reducing environmental impact.

5.12 **Cambridgeshire Transport Investment Plan (2018)**<sup>126</sup>: Sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire.

5.13 **Cambridge City Council and South Cambridgeshire District Council Infrastructure Delivery Study 2015**<sup>127</sup>: Assessed the infrastructure requirements, costs and known funding related to planned growth, particularly the strategic sites, and identified any phasing issues that might have affected the proposed growth and advise on the future delivery of infrastructure needed to support the planned growth. bio

5.14 **Air Quality Action Plan for the Cambridgeshire Growth Areas (2009)**<sup>128</sup>: Reviewed all of the existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.

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[live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The\\_Local\\_Transport\\_Plan\\_3%20%281%29.pdf?inline=true](https://live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true)

<sup>126</sup> Cambridgeshire County Council (2018) Cambridgeshire Transport Investment Plan [online] Available at: <https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/TIP%20Appendix%20%20%20TIP%20Policy%20Document%202018.pdf?inline=true>

<sup>127</sup> Peter Brett Associates (2015) Infrastructure Delivery Study 2015 [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/rd-mc-080.pdf>

<sup>128</sup> Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council (2009) Air Quality Action Plan for the Cambridgeshire Growth Areas [online] Available at: <https://www.scambs.gov.uk/media/6727/air-quality-action-plan.pdf>



- 5.15 **Cambridge City Council Air Quality Action Plan 2018-2023 (2019 update)**<sup>129</sup>: Sets out Cambridge City Council's priority actions for improving areas of poor air quality in the city and maintaining a good level of air quality in a growing city.
- 5.16 **South Cambridgeshire Local Air Quality Strategy 2008-2013**<sup>130</sup>: Sets out three objectives for the long term vision of the Council which include: enhance quality of life and build a sustainable South Cambridgeshire where everyone is proud to live and work, work in partnership to manage growth to benefit everyone in South Cambridgeshire now and in the future and deliver high quality services that represent best value and are accessible to all out community.
- 5.17 **Air Quality Action Plan for the Cambridgeshire Growth Areas (2009)**<sup>131</sup>: Reviewed all of the existing air quality information across the regions, identified the key causes in each management area and assessed the necessary actions needed to improve pollutant levels in those areas.
- 5.18 **Cambridge City Council 'Greening Your Home'**<sup>132</sup>: Provides information on how individuals can change their lifestyles to become more environmentally sustainable including saving energy and water, using sustainable transport, eating sustainable food and greening gardens.

## Current Baseline

### Transport connections and infrastructure

- 5.19 Cambridge has direct infrastructure links to the A14 and M11, providing easy access to London and the Eastern port of Felixstowe. A short distance along the A14 leads to the A1, one of the major road networks linking the north and south of the country. Access to London by rail takes approximately 50 minutes from Cambridge. Cambridge now has two railway stations, since the Cambridge North station opened in 2017, which is on the Fen Line running from Cambridge to King's Lynn. It connects to the Cambridgeshire Guided Busway, and provides an interchange with Park & Ride and local bus services. Cambridge is also within an hour drive of the international airports of Stansted and Luton and less than two hours from Gatwick, East Midlands and Birmingham Airports. Cambridge also houses its own International Airport which is privately owned. The nearest major ports to Cambridge are Felixstowe (which is directly linked to Cambridge via the A14 road network), Great Yarmouth, Lowestoft, Ipswich and Harwich in Essex. Smaller ports such as Wisbech and King's Lynn are about 40 miles away.

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<sup>129</sup> Cambridge City Council (2018) Air Quality Action Plan 2018-2023, Version 2, 2019 update [online] Available at: <https://www.cambridge.gov.uk/media/3451/air-quality-action-plan-2018.pdf>

<sup>130</sup> South Cambridgeshire District Council (2008) Local Air Quality Strategy 2008-2013 [online] Available at: <https://www.scambs.gov.uk/media/6728/air-quality-strategy.pdf>

<sup>131</sup> Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council (2009) Air Quality Action Plan for the Cambridgeshire Growth Areas [online] Available at: <https://www.scambs.gov.uk/media/6727/air-quality-action-plan.pdf>

<sup>132</sup> Cambridge City Council Greening Your Home [online] Available at: <https://www.cambridge.gov.uk/travel-more-sustainably>

- 5.20 As a small city, Cambridge suffers from a number of serious local transport problems, particularly in relation to traffic congestion on radial routes and in respect of public transport capacity in the city centre. Both the highway and bus networks suffer from limited capacity, which is unlikely to be able to cater for significant increases in traffic volumes without worsening congestion or lengthening journey times. Chronic congestion is already commonplace within the city, with common journeys – such as the City Centre to Cambridge Station – often faster on foot than by car or bus. Traffic congestion is expected to worsen in future without investment, which limits accessibility, worsens air quality and fundamentally undermines quality of life.<sup>133</sup>
- 5.21 In order to support the planned growth in Greater Cambridge, the Greater Cambridge Partnership (GCP) was established. It is the local delivery body for a City Deal agreed with central Government, bringing powers and investment (up to £1 billion over 15 years) for vital improvements to social and transport infrastructure.<sup>134</sup> This includes investment in major strategic transport infrastructure including the North Cambridge train station (Cambridge Science Park), the A14 Cambridge to Huntingdon improvement by 2019 and a number of other high profile schemes.<sup>135</sup> Within Cambridgeshire, several new mass transit links are currently under development by the Greater Cambridge Partnership including, but not limited to, rural travel hubs (bespoke rural transport interchanges) currently being piloted in South Cambridgeshire, to better connect residents with public transport and cycling/walking routes with the aim of reducing private car journeys into Cambridge from rural villages.<sup>136</sup>
- 5.22 The Transport Strategy for Cambridge and South Cambridgeshire includes major investment in demand management and bus priority measures, aimed at giving the bus a competitive advantage on all major corridors into the city, and when making orbital movements around Cambridge. The opening of The Busway has improved the quality of the public transport network between Huntingdon, St. Ives and Cambridge and decreased traffic congestion on the A14. Bus patronage in Cambridgeshire increased by 61% between 2001 and 2008, with a 100% increase in Cambridge. Between 2011/12 and 2012/2013 an additional 209,113 passenger journeys were made across Busway and Park & Ride services. Additionally, a dedicated cycle route has been built alongside The Busway between St Ives and north Cambridge, and is part of the National Cycle Network Route 51. This route

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<sup>133</sup> Steer Davies Gleave (2018) Greater Cambridge Mass Transit Options Assessment Report [online] Available at: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/futureinvestmentstrategy/Cambridge%20Mass%20Transit%20Options%20Assessment%20Report%20Final%202018.pdf>

<sup>134</sup> Cambridge City Council (2019) Authority Monitoring Report 2018 [online] Available at: <https://www.cambridge.gov.uk/media/6981/authority-monitoring-report-2018.pdf>

<sup>135</sup> Peter Brett Associates (2015) Infrastructure Delivery Study 2015 [online] Available at: <https://files.cambridge.gov.uk/public/ldf/coredocs/rd-mc-080.pdf>

<sup>136</sup> Steer Davies Gleave (2018) Greater Cambridge Mass Transit Options Assessment Report [online] Available at: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/futureinvestmentstrategy/Cambridge%20Mass%20Transit%20Options%20Assessment%20Report%20Final%202018.pdf>

provides a high quality direct link from St Ives and the villages along the route into Cambridge and vice versa.<sup>137</sup> Cambridge City Council has commissioned a North East Cambridge Transport Study and North East Cambridge Infrastructure Strategy, both of which are currently underway. Some of the key aspects of the emerging Cambridgeshire and Peterborough Combined Authority Local Transport Plan include the Cambridgeshire Autonomous Metro (CAM) a new 'metro-style' system connecting the city of Cambridge with the surrounding region with high-frequency services unaffected by traffic congestion, a comprehensive, high quality Dutch-standard walking and cycling infrastructure, better bus services, improvements to the rail network, including a new Cambridge South railway station, and highway demand management.<sup>138</sup>

- 5.23 When considering carbon emissions, transport is responsible for 27.3% of emissions in the UK, but only 13.8% of emissions in Cambridge. This could be in part due to relatively high usage of sustainable modes of transport amongst Cambridge residents. For example, a significant proportion of the City's population already cycle regularly, with the 2011 Census data confirming that 31.9% of residents in the city cycle to work, the highest proportion in the UK.<sup>139</sup> In South Cambridgeshire, the percentage of people cycling to work is 7.6% which is the highest level of cycling in any rural district in England.<sup>140</sup>
- 5.24 There are currently 12 Greenways routes within Greater Cambridge which are important corridors for both wildlife and people. In 2016, a report was produced containing recommendations for Greenways which, when implemented, should increase levels of cycling and walking and be of benefit to as many as possible. The Greenways project is aiming to establish a high quality network of the 12 separate routes. There is particular emphasis on commuting into Cambridge, from within Greater Cambridge in order to reduce traffic congestion as the city grows, and to improve the health of the population. A successful Greenways Network around Cambridge is likely to be a key part of the future success of the Greater Cambridge area.<sup>141</sup>
- 5.25 Rural areas often see lower cycle and pedestrian trip rates than Cambridge and the market towns, due to the larger distances that typically need to be covered, although

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<sup>137</sup> Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The\\_Local\\_Transport\\_Plan\\_3%20%281%29.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true)

<sup>138</sup> Cambridgeshire and Peterborough Combined Authority (2019) The Cambridgeshire and Peterborough Local Transport Plan [online] Available at: <https://cambridgeshirepeterborough-ca.gov.uk/assets/Transport/CPCA-Consultation-Boards-A1-v1.4.pdf>

<sup>139</sup> Cambridge City Council (2016) Climate Change Strategy 2016-2021 [online] Available at: [https://www.cambridge.gov.uk/media/3230/climate\\_change\\_strategy\\_2016-21.pdf](https://www.cambridge.gov.uk/media/3230/climate_change_strategy_2016-21.pdf)

<sup>140</sup> Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The\\_Local\\_Transport\\_Plan\\_3%20%281%29.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The_Local_Transport_Plan_3%20%281%29.pdf?inline=true)

<sup>141</sup> Cambridgeshire County Council (2016) Cambridge Area Greenways Review [online] Available at: <https://citydeal-live.storage.googleapis.com/upload/www.greatercambridge.org.uk/transport/transport-projects/Main%20Report%20v5.1%20Final.pdf>

South Cambridgeshire has the highest levels of out commuting of any rural district in the County. Roads in rural areas are often less suitable for cycling because traffic speeds are high and space on the carriageway is limited. Large vehicles and poor visibility at bends can also create an environment which is not safe for cyclists, making it very difficult to travel sustainably to villages or towns that may actually be very close and often well within the acceptable distance for cycle trips or walking. It is therefore acknowledged that the potential to induce modal shift towards foot and bicycle is not as high as in urban areas, however, if suitable facilities and continuous routes are provided there are a large number of short trips that could be transferred. To help encourage more people to cycle in rural areas the LTP3 for Cambridgeshire aims to investigate cycle and pedestrian links between villages, places of employment, schools and other local services. Using Cycle City Ambition Funding the County Council has started to make improvements in cycle / footway links in South Cambridgeshire, linking villages with rail stations, schools and employment sites. New high quality off road cycle/pedestrian paths have recently been constructed alongside the A10 at Shepreth, linking several villages, schools and places of work, and from Sawston alongside the A505 to Granta Park. This cycleway also links to Whittlesford train station via existing cycle routes. Another example is the extension of the cycleway alongside the A1307 from Wandlebury to the Babraham Research Campus. This route now provides a high quality path from the Babraham Road Park & Ride site to Babraham.<sup>142</sup>

- 5.26 Limited connectivity across the region also limits opportunities for less prosperous neighbourhoods within Greater Cambridge, and the surrounding region. While Greater Cambridge is one of the UK's most productive and successful regions, it retains pockets of deprivation, with limited labour market opportunities and higher levels of unemployment.

#### Air quality

- 5.27 Poor air quality can lead to a number of health issues. The annual cost of particulate matter alone in the UK is thought to be around £16 billion in terms of health. An Air Quality Assessment, led by Greater Cambridge Partnership, which the Councils are members of, is currently underway.
- 5.28 Two main factors cause excessive transport-related pollution within the sub-region: the employment, education and tourist centre of Cambridge; and the prevalence of long-distance freight on the A14 east-west corridor. These factors lead to high numbers of longer than average commutes to and from Cambridge and a very high proportion of heavy goods vehicles on the trunk roads. The resulting congestion on trunk routes and the centres of Cambridge and the surrounding market towns also exacerbates the problems associated with high traffic flows.
- 5.29 As shown in **Figure 5.2** there are Two Air Quality Management Area (AQMA) within the Greater Cambridge area. One is in South Cambridgeshire, along the A14 between Bar Hill and Milton, where levels of NO<sub>2</sub> and PM<sub>10</sub> exceed the UK and EU air quality standards. The other is in the City of Cambridge, which declared an AQMA in 2004 where levels of (NO<sub>2</sub>) exceed the UK and EU air quality

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<sup>142</sup> Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The Local Transport Plan 3%20%281%29.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The%20Local%20Transport%20Plan%202011-2031.pdf?inline=true)



standards.<sup>143</sup> High concentrations of NO<sub>2</sub> can act as an irritant causing inflammation of the airways and, by affecting the immune cells in the lungs, can increase susceptibility to respiratory infections. Additionally, high concentrations of PM<sub>10</sub> have a close relationship with increased mortality.<sup>144</sup>

- 5.30 Despite technological improvements in recent years and traffic levels in the County remaining broadly similar over the past decade, PM<sub>10</sub> particulate matter and nitrogen dioxide levels have remained high. NO<sub>2</sub> is the main air pollutant of concern in the majority of Cambridgeshire AQMAs, with PM<sub>10</sub> a key concern in South Cambridgeshire.<sup>145</sup>
- 5.31 The Cambridgeshire Health and Wellbeing Board reviewed a Transport and Health Joint Strategic Needs Assessment report in 2014 in which air pollution was considered. Through the Joint Strategic Needs Assessment process, stakeholders identified several options for addressing air pollution in Cambridgeshire such as:
- Lower emission transport fleet (buses and taxis).
  - Modal shift from cars to walking and cycling.
  - Review and promote the use of means to reduce person exposure in the short term such as Text Alerts to vulnerable people, monitoring indoor air quality.
- 5.32 The emerging Cambridgeshire and Peterborough Local Transport Plan includes ambitious plans to improve the transport network over the coming 30 years, which are likely to help relieve these issues, as discussed in **Chapter 5**.
- 5.33 In addition, the Greater Cambridge Greenways Project involves a high quality network of routes from South Cambridgeshire into Cambridge from some of the surrounding towns and villages aiming to increase levels of cycling and walking, in order to reduce traffic congestion as the city grows, as well as to improve the health of its population.<sup>146</sup> The Greater Cambridge Partnership has also launched a study on improving air quality in Cambridge through the creation of a Clean Air Zone. A Clean Air Zone is an area where targeted action is taken to improve air quality, which delivers improved health benefits and supports economic growth. Clean Air Zones are also being considered in a number of UK cities, including Oxford, Nottingham and Leeds.<sup>147</sup>

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<sup>143</sup> Cambridge City Council (2019) Air Quality Annual Status Report [online] Available at: <https://www.cambridge.gov.uk/media/7417/air-quality-annual-status-report-2019.pdf>

<sup>144</sup> South Cambridgeshire (2018) Air Quality Annual Status Report [online] Available at: <https://www.scambs.gov.uk/media/12663/annual-status-report-2018.pdf>

<sup>145</sup> Cambridgeshire County Council (2015) Cambridgeshire Local Transport Plan 2011-2031 [online] Available at: [https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The Local Transport Plan 3%20%281%29.pdf?inline=true](https://ccc-live.storage.googleapis.com/upload/www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/The%20Local%20Transport%20Plan%202011-2031.pdf?inline=true)

<sup>146</sup> South Cambridgeshire (2018) Air Quality Annual Status Report [online] Available at: <https://www.scambs.gov.uk/media/12663/annual-status-report-2018.pdf>

<sup>147</sup> Greater Cambridge Partnership (2018) Study launched to 'clean up' air pollution in Cambridge [online] Available at: <https://www.greatercambridge.org.uk/news/study-launched-to-clean-up-air-pollution-in-cambridge/>







Table 5.1 Key Sustainability Issues for Greater Cambridge and likely evolution without the Local Plan

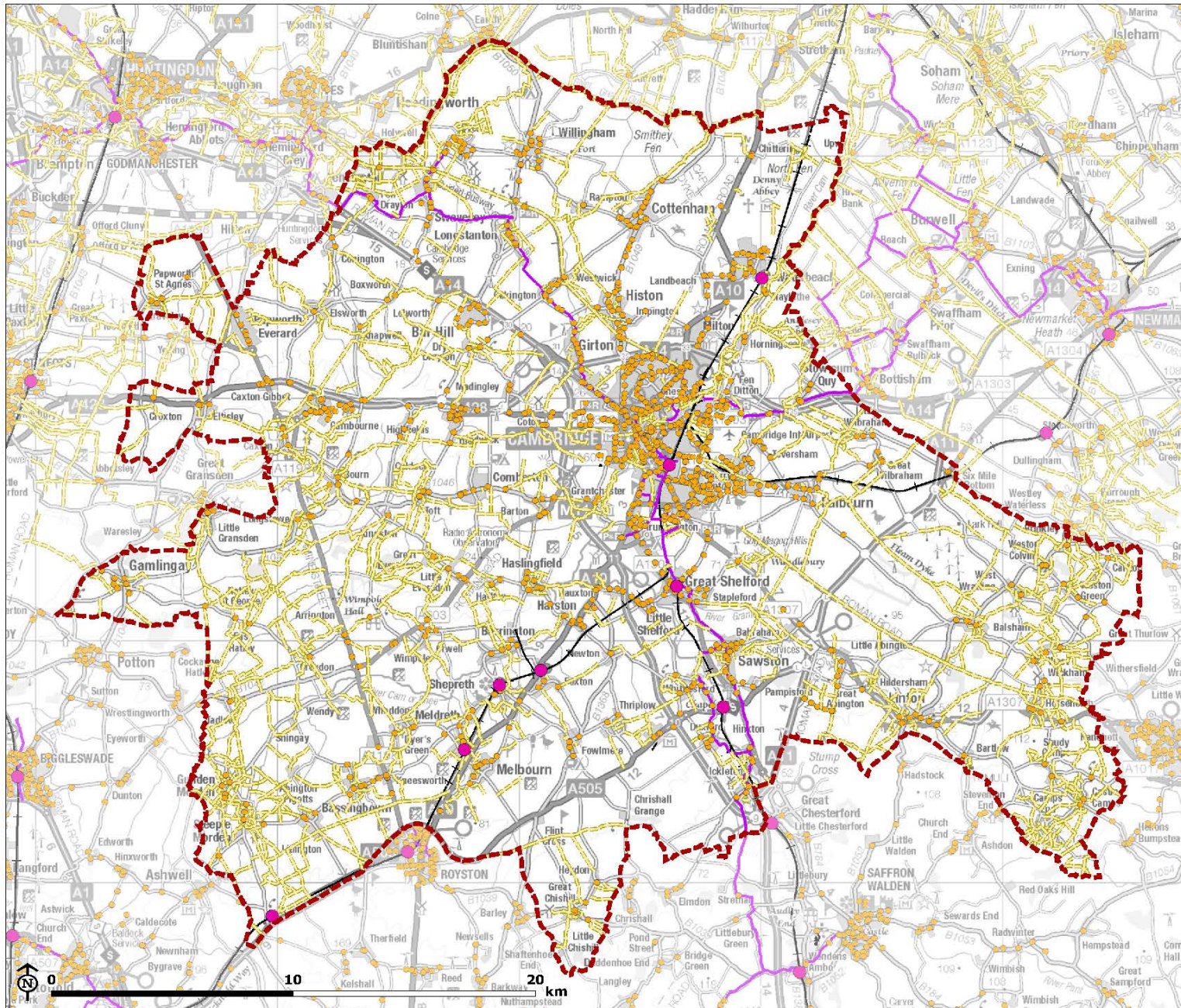
Key Sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objective
<p>Both highway and bus networks suffer from limited capacity, which is unlikely to be able to cater for significant increases in traffic volumes without worsening congestion and lengthening journey times.</p>	<p>Policy 5 of the Cambridge Local Plan and Policy TI/2 of the South Cambridgeshire Local Plan address the provision of new infrastructure to meet new needs of development and support the aim of achieving an integrated community connected by a sustainable transport system in Greater Cambridge. The emerging Cambridgeshire and Peterborough Local Transport Plan sets out ambitious proposals to improve the public transport network over the coming 30 years, which are likely to help relieve these issues. However, without the Local Plan there is still potential for congestion to continue to be an issue in Greater Cambridge, particularly given that the growing population is likely to exacerbate this issue. The Local Plan presents the opportunity to address this by providing clarity for infrastructure providers and also to strengthen policy to promote the use of alternative modes of transport. It also has the potential to direct new development to the most sustainable locations as to minimise the need to travel by private vehicle on the local network. This approach can be used to complement measures taken by highways authorities to combat congestion on the strategic road network.</p>	<p>SA objective 12 SA objective 13</p>

Key Sustainability issues for Greater Cambridge	Likely evolution without the Local Plan	Relevant SA objective
<p>Given the rural character of much of the South Cambridgeshire District a large proportion of the District's residents drive to work and some have limited access to bus services and other public transport links.</p>	<p>Policy 5 of the Cambridge Local Plan and Policy TI/2 of the South Cambridgeshire Local Plan supports the aim of achieving an integrated community connected by a sustainable transport system in Greater Cambridge. However the Local Plan presents the opportunity to further address the issue of car dependency especially within South Cambridgeshire. This can be achieved by promoting sustainable and active transport (based on sufficient population densities), sustainable development locations, and integrating new and more sustainable technologies, as new development is to be provided in Greater Cambridge.</p>	<p>SA objective 12 SA objective 13</p>
<p>Greater Cambridge has two AQMAs, one within South Cambridgeshire alongside the A14 and the other covering the entire city centre area of Cambridge. Additional development within Greater Cambridge has the potential to exacerbate air quality issues at AQMAs within Greater Cambridge and could have impacts on AQMAs in neighbouring authorities. Similarly there is potential for a cumulative impact of development in neighbouring authorities alongside development in Greater Cambridge in terms of air quality at AQMAs in Greater Cambridge.</p>	<p>Policy 36 in the Cambridge Local Plan and Policy SC/12 in the South Cambridgeshire Local Plan seek to minimise air pollution, especially within the AQMA, and protect air quality as well as promoting sustainable transport in the District. Without the Local Plan, development may be located in less sustainable locations that increase reliance on car use, which is likely to increase air pollution. Recent national policies and the emergence of new technologies are likely to improve air quality, for example, through cleaner fuels/energy sources. Nonetheless, the Local Plan provides an opportunity to contribute to improved air quality in Greater Cambridge through the sustainable siting of development and the promotion of alternative travel modes to the motorised vehicle, in line with national policy aspirations.</p>	<p>SA objective 13</p>



**Figure 5.1: Sustainable Transport Links in Greater Cambridge**

-  Greater Cambridge
-  Railway Station
-  Railway Line
-  Bus Stop
-  National Cycle Route
-  Public Rights of Way



Source: Sustrans, OS, Cambridgeshire County Council, NaPTAN

Map Scale @ A4: 1:225,000





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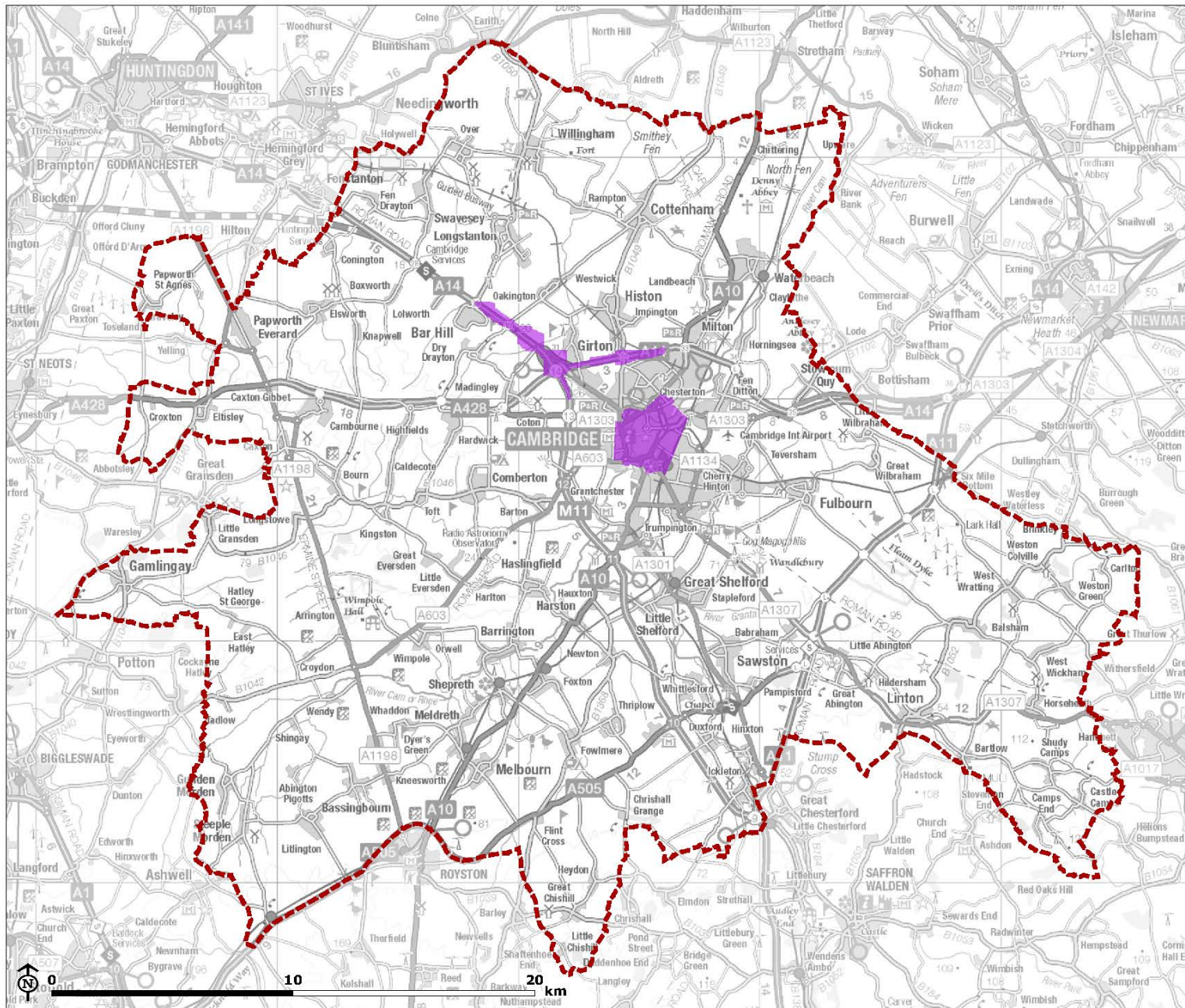
CB:CB EB:Bean\_C LUC FIG5\_1\_10824\_Transport\_r0\_A4L 26/09/2019



**Greater Cambridge SA**

**Figure 5.2: Air Quality in Greater Cambridge**

-  Greater Cambridge
-  Air Quality Management Area



Source: CCC, SCDC

Map Scale @ A4: 1:225,000



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