



Local Transport and Connectivity Plan

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Foreword

Mayor's Foreword to be agreed



We have made good progress since the publication of the last Local Transport Plan in 2020; however, we now need a more ambitious transport strategy to deliver the Combined Authority's and partners' priorities, particularly the need to take action to address the climate emergency, tackle inequalities, prioritise health and wellbeing; and to ensure we continue to invest to deliver an inclusive, integrated, and sustainable transport network.

Current trends of private car use have contributed to congestion and public health issues therefore we need to fundamentally reconsider how people move around and through the region. In order to address these challenges, we have to reduce the need to travel and discourage individual private car use. We plan to do this by making active travel, public and shared transport the natural first choice. This Plan will make these modes more attractive and create an increasingly balanced, integrated transport system.

To deliver our aspirations there will be considerable challenges. Delivering our vision will not be easy and there will be some tough decisions around how we use existing road space. However, the health of our residents and the protection of our environment is paramount. The benefits of this approach will be felt by all as we improve health, provide cleaner air as well as easier journeys, for today and future generations.

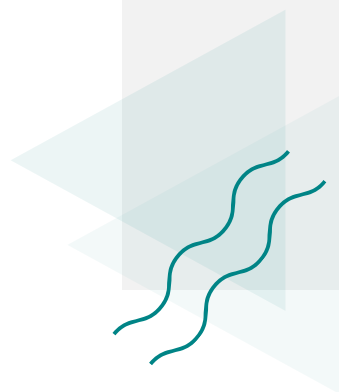
Delivering this LTCP will require meaningful action and effective collaboration with a range of stakeholders. We have engaged with many of these during development of the Plan and we will continue to work with them to develop and implement schemes, innovative solutions, and initiatives. Continued engagement with our residents and businesses will be a constant feature in ensuring we deliver the transport network and solutions for you.

We thank everyone who commented on the LTCP consultations and engagement events; and encourage further engagement as we move forward with this project. Working together we can deliver the LTCP and a better region for everyone.





Executive Summary





Introduction

Overview

This strategy sets out a vision and a framework to deliver a modern, integrated transport system for the people and businesses of Cambridgeshire and Peterborough. The document is an update to our first Local Transport Plan (LTP) for Cambridgeshire and Peterborough published in 2020.

The strategy has been reviewed in consultation and collaboration with key stakeholders, including our two Local Highway Authorities (Cambridgeshire County Council and Peterborough City Council), five District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire), Greater Cambridge Partnership, National Highways and Network Rail.


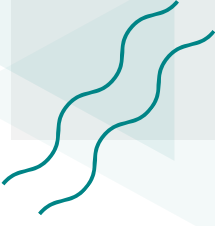
In updating our strategy, we sought comment, advice, and guidance from a wide range of consultees and stakeholders in the public, private and third sector including sub-national transport bodies, industry representative groups, businesses, and community organisations.


The Devolution Deal between Government and Cambridgeshire and Peterborough established a programme of investment in our economic future, with the aim of doubling the size of the economy and creating more good jobs. In pursuing economic growth, we have a responsibility to ensure that rising prosperity makes life better, healthier, and fairer, whilst ensuring that we do not exhaust the resources our children and future generations will need for the future. More and more people are recognising that we do not just need growth: we need good growth. Our aim is not simply to increase our income, but to increase our area's wealth, in a way that is driven by our values.

Since the Devolution Deal was enacted, much has changed – Brexit, the lasting impact of the Covid-19 pandemic, increased awareness of the need to protect our environment, a greater understanding around the impacts our actions are having on the climate and our wellbeing are all factors that we need to continue to be cognisant of in delivering future growth in a sustainable manner.

This strategy needs to be fully integrated with the strategic direction of the Combined Authority and its partners whilst being sufficiently flexible to drive change to meet these wider objectives. This Plan helps to shape the overarching direction of travel for transport and our associated schemes, whilst also ensuring that when projects are brought forward these strongly align with our key objectives and thus help us to achieve our vision, aims and aspirations.

It will do so by:

- Truly reflecting our Sustainable Growth Ambition Statement. This LTCP identifies how they are driven by our ambitions for capital development under each of the themes, and include outcome indicators to show how they will deliver against those themes;
 - In conjunction with our Assurance Framework, providing a rigorous process for transport scheme prioritisation and development, which will ensure that investment is directed to those areas where it can contribute most to the wellbeing of the area; and,
 - Setting the framework for a Delivery Plan to be adhered to and monitored that sets out our spending programme, based on the resources available. The Delivery Plans will be reviewed annually through the Medium - Term Financial Planning process.
- 
- 



This LTCP was developed in line with our understanding of the emerging national LTP guidance and best practice. It is based upon an extensive evidence base that has been updated since the initial document was published in 2020.

It is expected that government will require Plans to focus on:

Climate and environmental challenges

Government recognises the challenges of climate change and the impact that it is already having on our transport systems. Bold actions will be expected within this Plan to ensure the UK will achieve Net-Zero 2050 to keep global temperatures below a 1.5°C rise, halt the deterioration of the natural environment, and counter the negative health outcomes associated with the impact of transport on air quality.

Economic and fiscal context

It is important that this Plan supports good growth within the region, allowing for businesses and communities to thrive and prosper. The aim of this Plan is to ensure that no community is left behind and therefore aligns with the Government's commitment to levelling up.

Planning best practice

The Plan incorporates new best practice for transport planning and allows for future changes and innovations to be utilised to meet its overarching vision, aims and objectives. This Plan truly aligns with the Government's move away from predicting future traffic growth and providing for it, towards a more integrated, vision-led approach.

New technology

The LTCP will create an environment through which new and emerging technologies can be harnessed and explored to create an integrated transport network that meets the needs of businesses, people, and communities across our region. The use of emerging technologies are providing new forms of transport, new tools to manage traffic and networks, digital alternatives to travel, new platforms for innovation, and new techniques to engage with and collect data from transport users and this will be utilised by us and our partners to deliver the best possible outcome for the region's transport network.

Alignment with wider government policy


This Plan strongly aligns with changes to transport and spatial planning, legislation and policy since the last guidance was published, including the Transport Decarbonisation Plan, Gear Change, Bus Back Better, the Inclusive Transport Strategy, the Plan for Rail, the Future of Freight Strategy, Equalities Act 2010, and updates to the National Planning Policy Framework.

In addition, this Plan has been subject to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.

The remainder of this document is structured as follows:

- Needs updating once document complete

This main document is supplemented by a suite of accompanying documents.

- Needs updating once document complete
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- Our Policies describes requirements related to transport planning and design, delivery, and operation and maintenance for the Cambridgeshire and Peterborough Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network.
- The Public Engagement and Consultation Report will provide a summary in due course of the public consultation process and other stakeholder engagement activities, identify key themes in the responses provided and describe how we have modified the LTCP in response to the feedback received.
- The updated Local Strategies which examine each district in the Cambridgeshire and Peterborough area in more detail.
- The updated Evidence Base which examines the current and future socio-economic, environmental, and transport conditions in the region, aiming to identify the key challenges the LTCP should seek to tackle and the opportunities that transport can help realise.
- The three statutory Impact Assessments have been updated to assess the refreshed Plan. These include the Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA)).

Reasons for new LTP

The diagram below summarises the reasons for the new LTP



DIAGRAM: Reasons for new Plan-



National Strategic Priorities

The following list is not an exhaustive list; however, it does highlight some of the key policies at the national and local level.


National

At the national level there are a range of policies that provide context for the LTCP and have set high level ambitions which the LTCP will contribute to delivery of:

- Local Transport Act 2000: Establishes Local Transport Plan's (LTP) as statutory documents.
- Build Back Better: our plan for growth (2021): Sets out the government's plans to support economic growth through investment in infrastructure, skills, and innovation. The aim to support the transition to net zero has strong links to the LTCP.
- Transport Investment Strategy (2017): Provides context for the levels of funding available and the rationale behind government investment in transport.
- Transport Decarbonisation Plan (2021): Sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.
- Gear Change (2020): Describes the vision to make England a great walking and cycling nation and sets out the actions required to deliver this.
- Future of Mobility: Urban Strategy (2019): Outlines the government's approach to maximising the benefits from transport innovation in cities and towns.
- Government's 25-year Environment Plan (2018): Sets out how the government will improve the environment.
- National Bus Strategy (2021): Sets out the vision and opportunity to deliver better bus services for passengers across England.
- UK Carbon Budget (2021): Sets the legally binding target to reduce emissions.
- Great British Railways and the Integrated Rail Plan (2021): Outlines proposals to bring the rail network under single national leadership, a new public body called Great British Railways.

This Plan demonstrates a strong strategic fit with the national government policies and priorities whilst ensuring that the needs and priorities of our local communities are delivered in a sustainable and effective way.

In 2022, the Government published their *Outcome Delivery Plan* that outlined five priority outcomes for transport. The three that are most relevant for local transport are:

- Growing and Levelling Up the Economy – improving connectivity allowing for good growth by enhancing the transport network.
 - Focus on transport for the User – improving the transport users' experience, thereby ensuring a safe, reliable, and inclusive network that is available for all.
 - Reduce environmental impacts – minimising biodiversity loss, decarbonising the transport system and improving air quality to address the challenge of climate change through a range of measures.
- 



Growing and Levelling Up the Economy

The policies and interventions contained within this Plan help to deliver good economic growth and boost productivity by improving access and opportunity for all with an aim of increasing social inclusion and reducing the level of deprivation across our region. Through effective engagement with our businesses and communities we are in a better position to make informed judgements around the best way to improve effectiveness and efficiency of our transport network. Our interventions and pipeline of schemes will continue to be implemented, developed, revised, and reviewed as new innovative initiatives and mechanisms become available, thereby maximising our ability to level up across our region and improving standards for all within our communities.

Our communities must be physically and digitally connected if they are to thrive. This Plan aims to put transport right at the heart of improvements across our region, as transport plays a significant role in enhancing pride of place, unlocking sustainable growth and new housing, improving access to high streets and town centres, connecting people to green spaces, and strengthening links within and between economic centres in the region.

In line with the Government's policy, we will continue to seek new and innovative ways to deliver this Plan's aims and objectives and be at the forefront when it comes to trialling and implementing new technologies, as they have the ability to change the way people and goods move that ultimately have a transformative impact on the sustainability and efficiency of our journeys.

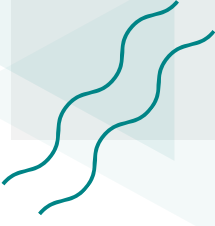

We will continue to work with Government and key stakeholders, such as National Highways, Network Rail, and others to ensure that the transport proposals within this Plan are fully implemented and integrated with planned major or nationally significant transport infrastructure projects, such as East-West Rail, Ely Area Capacity and the A428 improvements. This will ensure that the benefits and opportunities for economic growth are maximised within both our region and the UK as a whole.



Improve Transport for the User

This Plan aims to offer transport users a real alternative for the people of the region to change travel behaviours with improved transport choices, accessibility, and experience for all. Our package of measures will use the principles of good design to create high-quality environments within our urban, peri-urban, and rural areas. Our schemes and initiatives will complement and enhance our unique characteristics and respond to the needs of our communities.

Transport across our region will be accessible and inclusive, considering the needs of all those sharing characteristics that are protected under the Equalities Act 2010. It is important that our transport users feel confident and safe to undertake their journeys on their mode of choice.

National government aims to transform public transport connectivity across the country, with the aim that by 2030, local public transport connectivity across the country will be closer to the standards of London, with improved services, simplified fares, and integrated ticketing. We continue our work towards franchising to allow greater influence and control over passenger transport to make it a more viable and attractive option with a network and service that is easy to access and navigate.





To align with government's policy, through this Plan's development we have been able to identify areas of high accessibility by active travel, public transport and digital services and consider how such locations can optimise the use of land, increase density, and consequently reduce private vehicle dependent housing developments.

To address carbon challenges at the local and national level, government continue to reinforce its commitment to electric vehicles and associated infrastructure. The Government's vision for charge points to be accessible, reliable, inclusive, and fairly priced. The Government expects there to be at least 300,000 public charge points in the UK by the end of the decade to support on-route charging and charging for people without access to home charging. Therefore, this LTCP and its associated *Alternative Fuelled Vehicle Strategy and Implementation Plan* aims to deliver the infrastructure needed to support and transition to zero carbon alternative fuels and electric vehicle charging to decarbonise vehicle fleets and improve the experience of users of these technologies.

In addition, the condition of our highways and transport assets impacts on attractiveness and usability of our network. We will work with partners to ensure that they are well maintained and reliable to meet the expectations of government and our residents and businesses. To reduce the impacts on transport users, we aim to ensure that our assets should be as resilient as possible to the effects of climate change and extreme weather events, with suitable planning in place to try and mitigate these.

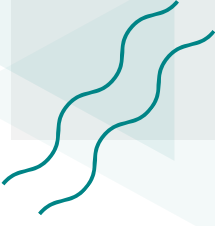

Reduce Environmental Impacts

Due to the significant focus by local and national government in relation to decarbonising the local transport network this forms a key objective for our Plan. We have considered a mixture of options available to us to achieve transformational change.

To meet the Government's and our objectives it is important that we reduce the environmental and health impacts and deliver transformational change through a mix of incentives and disincentives, especially as no single intervention is enough to achieve the carbon reduction necessary to meet our carbon budgets and Net Zero target by 2050.

The LTCP needs to demonstrate how we support the legal limits and targets for improving air quality and reducing emissions, and the legal duty to conserve and enhance biodiversity. This should include identifying the scale of impacts generated by network use and a range of transport measures necessary to help meet these targets, whilst also helping to create healthier, quieter, better connected, sustainable and more inclusive communities.

The importance of conservation areas and designated sites, such as Sites of Special Scientific Interest, and Areas of Outstanding National Beauty, have been integral in the development of this Plan. In addition, we have considered how to increase sustainable access to natural assets such as parks, green spaces, and water environment (blue spaces).



Sub-National and Regional

The Combined Authority is a part of regional bodies and partnerships which outline further aspirations for the region:

- EEH Transport Strategy (2021): Sets out that a step-change in approach is required to address the challenges our transport system already faces and to realise the region's economic potential and deliver sustainable growth.
- OxCam Arc Spatial Framework (2021): The government started a public consultation seeking views on the first stage of the Oxford-Cambridge Arc.

DIAGRAM: Insert diagram outlining EEH area

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Other bordering bodies

In addition, we border the sub-national transport bodies of Transport East and Midlands Connect. Again, whilst not a member of these groups, there are matters such as cross-boundary transport movements that need careful consideration.

Impact on our ability to deliver

Transport is not confined by Authority, County, City or District boundaries and it is recognised that our residents need to travel to surrounding areas for work and leisure, and residents from neighbouring areas travel into our region. Working with partners will help to improve travel choices and journey experiences for residents through the development and implementation of innovative and tailored made solutions to meet the aims and aspirations of the people of Cambridgeshire and Peterborough.

We recognise the value and benefits of developing good working relationships with our neighbouring Local Authorities, regional/ sub-national and statutory bodies. These include:

- More efficient and effective use of resources.
- A single voice to funding bodies creating a unified and stronger message.
- Local and regional issues can be understood together, ensuring greater compatibility in the development of policies and projects.

Local Priorities

Cambridgeshire and Peterborough Combined Authority was established as a Mayoral Combined Authority in 2017 to make life better, healthier, and fairer for all. As we revise our focus, much of the original purpose and ambition remains with increased attention to address post-pandemic areas of deficit and more recent impact of climate, energy, and cost of living crises. Our overall strategy closely aligns with this LTCP as it aims to enable a prosperous Cambridgeshire and Peterborough region; one that is more equitable, more environmentally sustainable, and securing good growth for its residents and businesses.

Our overarching ambitions and objectives are contained within our Devolution Deal – to deliver a leading place to live, learn and work. This will be realised through achieving the following ambitions:

- Doubling the size of the local economy over 25 years;
- Accelerating house building rates to meet the local and UK need;
- Delivering outstanding and much needed connectivity in terms of transport and digital links;
- Transforming public service delivery to be much more seamless and responsive to local need;
- Growing international recognition for our knowledge-based economy;
- Improving quality of life by tackling areas suffering from deprivation; and
- Providing the UK's most technical skilled workforce.

This Plan demonstrates a golden thread and strongly aligns with the vision for the Combined Authority to deliver:

“A prosperous and sustainable Cambridgeshire and Peterborough. Driven by our values and using our collective voice and strengths, we seek inclusive good growth for an equitable, resilient, healthier, and connected region”.

Our strategic priorities provide additional clarity on the areas of focus for the Combined Authority and its partners. Fundamentally these priorities are supported by a strong strategic framework that ensures all delivery is assessed by its impact and contribution to climate and nature, health, infrastructure, innovation and reducing inequalities.

Transport is an enabler. Ultimately this Plan will allow us to achieve our overarching objectives and priority areas of focus, namely:

- Achieving Good Growth;
- Increased Connectivity;
- Ambitious Skills and Employment Opportunities; and
- Enabling Resilient Communities

LTCP Vision and Mission Statement

Transport has a key role to play in achieving our vision, aims and objectives for Cambridgeshire and Peterborough by contributing towards the delivery of our priorities. These priorities have been developed with communities in mind, remaining mindful of the available budgets both now and in future years.

Our key identified transport priorities reflect our commitment to improve strategic connectivity to reduce commuting times, support future development and increase people's life chances

and opportunities. We are committed to continuing our rigorous prioritisation process based on business cases which assess the impact of these projects on future growth.

Our vision is:

“A transport network which secures a future in which the region and its people can thrive”.

Whilst our mission statement is:

“The transport network must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, safe, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy”.

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Goals

Whilst this vision guides the overall direction of travel for our Plan, we have developed a series of key goals around which the LTCP is focused. These six goals are intended to outline (at a high level) what wider outcomes we want our transport network to achieve in Cambridgeshire and Peterborough. They provide a greater context to the vision and identify the transport network as an ‘enabler’ of wider outcomes.

These six goals have been developed from the three outlined previously in the LTP (Economy, Environment and Society) and are:



DIAGRAM - Goals of the Local Transport and Connectivity Plan

Objectives

Our eleven objectives strongly align to one of our overarching goals. These form the basis against which schemes, initiatives, and policies are and will continue to be assessed. They have been developed to reflect our aims and aspirations for the transport network of Cambridgeshire and Peterborough and how it can support the wider economy, social inclusion, and the environment within Cambridgeshire and Peterborough. They address the challenges and opportunities inherent in accommodating good growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making.

The objectives of the LTCP further demonstrates clear alignment between the Plan's aims and objectives and those of the Combined Authority.

Productivity



Housing

Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues



Employment

Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport spreading the region's prosperity



Business & Tourism

Ensure all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports



Resilience

Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

Connectivity



Accessibility

Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all



Digital

Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the region

Health



Health and Wellbeing

Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles



Air Quality

Ensure transport initiatives improve air quality across the region to exceed good practice standards

Safety



Safety

Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries

Environment



Environment

Deliver a transport network that protects and enhances our natural, historic and built environments

Climate



Climate Change

Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

DIAGRAM - Objectives of the Local Transport and Connectivity Plan

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Mayoral Ambition

Mayor Dr Nik Johnson aims to leave a lasting legacy that continues for years to come that enables improved life expectancy and those additional years lived to be in good health and

wealth. Reduced inequality, sustainable growth, more active communities, and a region that celebrates and further enhances its uniqueness on the local and global stage, will be the enduring impact.

Delivering on this ambition through strong partnerships and complementing the focus and delivery of the Combined Authority, the Mayor aims to build upon the delegated powers and Combined Authority achievements to continue enabling the region to grow and thrive. With more connectivity, spreading of prosperity, developing skills, and improving the region's environment and resilience, the Mayor's ambition and areas of priority can be achieved.

DIAGRAM – National Government, EEH, Combined Authority and LTCP objectives (alignment)

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Scope of the LTCP

Geographic Scope

Add graphic placing CPCA in national context, e.g., major rail, road networks etc
Add graphic placing CPCA in regional context, e.g., STB, cross boundary links/issues etc
Add graphic showing CPCA in more detail, showing each district, main centres, transport infrastructure etc

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Description of local areas and distinct places, incl physical, socio-economic characteristics, challenges, and opportunities.

Each district of Cambridgeshire and Peterborough is different and therefore it is imperative that distinct strategies have been developed for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Fenland

To be updated using local sections text – see local section and evidence base in appendix

Greater Cambridge

To be updated using local sections text – see local section and evidence base in appendix

Huntingdonshire

To be updated using local sections text – see local section and evidence base in appendix

Peterborough

To be updated using local sections text – see local section and evidence base in appendix

East Cambridgeshire

To be updated using local sections text – see local section and evidence base in appendix

Description of modes

To be updated using local sections text – see local section and evidence base in appendix

Developing the LTCP

Our partners

Add diagram outlining internal / external partners such as constituent Councils, delivery partners, businesses, skills, education providers, Network Rail, National Highways etc.

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Stakeholder engagement

To be updated using Consultation report and You Said We Did – this is all documented in the board paper here
CMIS > Meetings

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What other strategies will need to be developed

Add diagram to demonstrate the current and future suite of documents within the LTCP strategic framework

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Our Strategy

Our Plan is designed to be focused on meeting the Combined Authority's ambitious plans and aims to present a clear strategy for meeting our six goals of Productivity, Connectivity, Health, Safety, Climate and Environment. All of these goals need to be fulfilled if our ambitions are to be met.

In June 2021, our Combined Authority Board agreed that this LTCP would be refreshed and include the recommendations of the Independent Commission on Climate report that stated that measures to reduce car miles driven (including improvements to public transport, trials of on-demand electric buses and infrastructure for walking and cycling) should be implemented to a 15% reduction in car mileage by 2030.

Following thorough analysis by independent consultants, our 15% reduction target (from a 2019 baseline) has been recognised as a very challenging but an achievable target. This analysis showed that adherence with this target would ensure we align with the Government's Climate Change Committee's (CCC) Sixth Carbon budget up until 2028.

To achieve National Government's carbon targets, our own 15% reduction in vehicle kilometres and this Plan's overarching vision, aims and objectives, we will build on existing measures and develop new ones that align with the following three principles:

- AVOID - Avoiding (reduce)
- SHIFT - Shifting (maintain); and
- IMPROVE - Improving.

The objective of our A-S-I approach is to promote alternative mobility solutions and to develop sustainable transport systems for the people and businesses of the region in order to achieve significant carbon emission reductions, reduce energy consumption and less congestion, whilst creating healthier and more attractive places to live and work. We will do this by:

Avoid

Avoiding unnecessary travel by reducing the number and length of trips needed. We aim to achieve this through improving planning for homes and employment sites, travel planning and levels of digital connectivity.

Shift

Shifting travel choices to more sustainable modes of transport, including public transport, walking, and cycling, away from car use.

Improve

Improving the energy efficiency of vehicles and operational efficiency of roads through technology improvements

DIAGRAM: To show the Avoid Shift Improve

Thorough modelling of "influencing factors that can have an impact on decarbonising our transport network, it has shown that there is no single intervention which can achieve the scale of reduction in vehicle use required. Of the measures tested, Avoid measures (improved digital connectivity, spatial planning) and demand management (pricing strategies and physical measures) have been found to have the greatest influence.

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At the strategic level, individual measures have then been packaged together and tested against our target and the CCC pathway aligned to Net Zero target for 2050. Analysis shows that an ambitious programme of realistically deliverable interventions should achieve the Combined Authority target but will still leave a residual gap in cumulative emissions against the CCC pathway. Where appropriate, we will consider, develop, and implement a range of measures including those outlined in the table below:

Intervention	Type
Online services / Substitute trips	Avoid
Area wide Road User Charge	Shift
Carbon based Road User Charge	Shift
Demand Management (Access and capacity constraints)	Shift
Reduced Public Transport fares	Shift
Mass Transit	Shift
WPL	Shift
Parking pricing strategies	Shift
Ultra-low emissions buses	Improve
Rail line reopening	Shift
Rail frequency and capacity Improvements	Shift
New rail stations	Shift
Demand Responsive Transport (DRT)	Shift
Bus priority measures	Shift
Mobility hubs and improved modal integration	Shift
Bike/e-bikes/e-scooter hire schemes	Shift
Cycle infrastructure	Shift
Improved pedestrian facilities	Shift

Demand Management
Active Travel
Public Transport
Technology / Innovation

INSERT DESCRIPTION: TABLE SHOWING INTERVENTIONS

AVOID

Need to travel

The easiest and most effective way of reducing the impacts of business travel is to provide alternatives to travel. With this in mind, we will support the development of, and ensuring fair access to, online options for education, training, and employment as well as access to goods, services, amenities, and social connections that are key to reducing the need to travel. There is clear value in in-person social interaction, and we do not wish to restrict opportunities to travel, however there are a range of options where we can support those who wish to free up the time and cost associated with travel.

COVID-19 has demonstrated the role that digital connectivity can play in enabling many people to work and connect with others remotely and the crisis accelerated the pace of digital adoption in organisations and businesses across many sectors. It showed that digital transformation can help reduce the need to travel through remote working and enable businesses and people to access services and networks online.

Changes in working patterns during the pandemic have resulted in demonstrating the potential of home working to reduce commuter travel and associated emissions. We recognise that home working will not be feasible for many job roles, nor will not be practical for those who lack home environments suitable for work. However, we will look to reduce the need to travel wherever possible with our Planning Authority partners and stakeholders to enable people to live locally and travel less.



DIAGRAM – similar to above on “live locally, travel less”

Commented [TB12]: Presented in a graphical format

There are a number of actions which we can support in order to realise the benefits on everyday lives as a result of a reduced need to travel and these include:

- Journeys short enough to be made on foot and by bicycle.
- Local services which can be reached on foot, by bike, by local public transport and by those without cars.
- A wider range of local services and amenities because the population is sufficient to support them.
- More vibrant town and neighbourhood centres.
- Freedom from large, traffic-generating developments which undermine local services.
- Increased rates of walking, cycling and public transport use and decreased car use, in line with transport, health and urban improvement objectives.

Distance travelled

Alongside more walking, cycling, public and shared transport use, reducing the need to travel and distances travelled plays an important role in tackling private vehicle use whilst improving choice and opportunities for all. This will be delivered in two primary ways.

Firstly, through the effective planning of services so that they are within easy and accessible walking distance for our residents and users. Where appropriate and with the support of the local community we will develop and implement 20-minutes neighbourhoods.

Secondly, we will reduce the need to travel by improving digital connectivity (including full fibre broadband, 4G and 5G mobile data connectivity). This will help to reduce the need to travel by providing residents with the ability to work, shop and access services such as medical appointments from home. In doing so we can reduce the number of trips made by car, improving air quality, and creating more welcoming places for people to walk and cycle. England's Economic Heartland predicts that if people who used to commute by car continue to work from home for two days per week, between 10% to 12% of peak hour traffic would be removed.

Flexible working patterns may also help to spread travel demand peaks, helping to manage the impacts of proposed growth on the transport network. When travel is required, digital connectivity is important for supporting Connected and Autonomous Vehicles (CAV) that need 5G connectivity to safely navigate our highways. In addition, connectivity improves the journey experience as it allows the more convenient use of mobile phones for navigation, real time journey information and the booking tickets.

Through the integration of full fibre infrastructure across our region (within our homes, offices, highways, signage, street furniture, public buildings, and medical facilities) would benefits our residents by:

- Increasing our ability to work from home, reducing the need for commuting and transport costs;
- Providing integrated real-time public transport information;
- Allowing traffic sensors to capture data leading to safer and more efficient journeys; and
- Continuing to attract high tech businesses to invest in the area due to good connectivity.

We will work with local partners to develop and implement accessible local community hubs where a range of services, activities, and opportunities are provided, which will lead to greater social cohesion and reduce the need to travel.

Remote working

Remote working reduces the need for residents to travel and so reduces the number of private vehicle trips, particularly at peak times. This will contribute to delivery of net-zero carbon aspirations, improve air quality and free up road space for walking and cycling.

Since the COVID-19 pandemic we have seen the rapid growth in flexible and remote working as this demonstrated the capability for many people to work from home or local hubs. It is expected that there will continue to be a growth in the proportion of people working remotely compared to 2019 levels.

We recognise that not everyone can work from home and there always be some residents who need to travel to work by private car or van. They will be supported by this plan through the reduction car trips and associated congestion via our proposed policies and interventions as outlined in the LTCP.

Reducing the number of vehicle journeys will improve air quality and create more relaxing and welcoming streets. It will also help to improve road safety and free up road space for walking and cycling. Remote working may also reduce the need for car ownership, which helps to free up space for other uses like green and communal space and will allow current parking to be repurposed. as it becomes less needed.

SHIFT

Active Travel

This plan sets out our commitment to delivering a clear package of policies, investments, and interventions in order to deliver on the government's commitments within Gear Change, so that by 2030 at least half of all journeys in our towns and cities are walked, wheeled, or cycled. Through our programme of targeted interventions and a LTCP vision-led approach, this Plan aims to prioritise active travel and improving accessibility and connectivity for non-motorised transport where appropriate.

In line with the government's revised *Manual for Streets*, our investments will be focused on creating environments that make walking, cycling, wheeling, public transport, and other new forms of mobility the natural first natural choice for journeys, thereby providing people with a real alternative and choice. Through the promotion of behavioural change and a renewed focus on active travel investments this will provide a genuine modal choice and support sustainable growth by improve outcomes for health and wellbeing and the environment.

Policy intervention topic: Encouraging a switch to active travel

Introduction

Active travel is important to all of us. Even the shortest of journeys from our front door will usually involve a walk, wheel, or cycle for most of us. They become an integral part of longer trips too, especially when part of a journey by other sustainable forms of transport such as bus or rail. Given that we are all 'active travellers' to a greater or lesser extent, it is perhaps surprising that the design of places has so often seemed to prioritise the needs of vehicles over the needs of people, creating barriers that discourage people from walking or travelling by non-motorised transport.

We must increase the number of journeys walked or wheeled. The argument is compelling as it contributes to almost all of our objectives for this plan as well as all the Government's national priorities. Of all modes of transport, active travel is the least detrimental to the world around us as it uses the least of the earth's resources, whilst polluting the least. Yet, its contribution to wider policy areas is significant.

We are an increasingly sedentary society and the consequences cost the NHS millions of pounds each year and affect the quality of life of so many people. By embracing active travel in our daily lives, we can easily increase the amount of exercise we get, which in turn helps to improve a range of health outcomes.

When it comes to the uptake of active travel across the region, there are large disparities between areas in terms of the number of journeys travelled and consequently the scale and type of interventions that are needed to significantly increase the amount of walking, wheeling, and cycling.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with the 2011 Census revealing that 29% of journeys to work were made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided there is strong evidence that people will commute much further by bike than traditionally assumed. Different types of bikes, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people are making.

Conversely, elsewhere in the region, rates of walking and cycling are more in line with national averages, especially in rural areas. Despite the topography of the area being ideal for cycling, the lack of road space allocation, poor carriageway condition, perceived and real concerns around safety, lack of connectivity (especially in our rural areas) and conflicting needs of different roads users are among the reasons given as to why people travel by private car rather than active travel modes.

Without investment in active travel infrastructure, travel by these modes will remain an unattractive option/alternative. This can create a vicious cycle of fewer trips being made by active travel modes, and more being made by private car, contributing towards greater levels of congestion from shorter car trips, a deterioration in local air quality and missed opportunities to improve the health of our local communities. Yet there is clearly an appetite across the region to use active travel more often as part of our daily lives as figures from the pandemic demonstrate. Across Peterborough and all districts outside of Cambridge city, there was an increase in cycling, showing that when the conditions are right, people will swap their cars for active travel modes. Therefore, the challenge for us is to recreate those conditions whereby walking, wheeling, and cycling is the obvious and easiest mode of choice for many more trips than at present.

It is essential to make cycling a natural first choice for everyone and therefore it is important that we make it simple to access a bicycle. The availability of shared bicycles and e-bikes will help to make cycling a convenient option for all residents. Simple, low-cost access to e-bikes will also open this mode up to a wider range of people, including those with disabilities.

All sections below will include the information summarised as per this Active Travel Section

You said:

"Overall stronger emphasis on active travel. Inclusion of the connection of high-quality public realm with high levels of walking and cycling being an attractor to businesses, and therefore part of the economic growth agenda" (ref CCC response)

"Needs more firm commitment to the role of active travel for rural areas." (ref Hunts DC response)

Evidence

Need to add Evidence base

Commented [TB13]: To be updated ahead of publication – see Evidence section

Description of an appropriate graphic to be developed

Diagram to include Road User hierarchy and Healthy Street indicator

Policy good practice

- Histon Road
- Fendon Road/Mowbray Road roundabout
- Bus stop bypasses
- North west Cambridge development

Commented [TB14]: To include examples of good practise across the region – some potential examples given

Policy statements:

1. This Plan recognises the important link between people and place and the benefits that a high-quality public realm that encourages high levels of walking and cycling can bring to the local economy as well as benefiting the environment. We will support interventions that contribute to making active travel the obvious first choice for most short trips, or as

part of a longer trip by other forms of sustainable transport. This investment in world-class Dutch-quality walking and cycling facilities will include a network of segregated cycleways across our region, designed to accommodate a wide range of non-motorised users including horse riders and carriage drivers. In addition, we will support measures that improve and enhance the public realm and that prioritise pedestrians and non-motorised users over vehicles. The principles of Healthy Streets and the indicators identified within this approach will form our framework for future plans and investment priorities. Measures will be tailored to the individual location as what works in one place will not necessarily be appropriate for another. A range of tools exists that can achieve this and may include interventions such as 20mph zones to reduce vehicle speeds, road space reallocation, and modal filters.

2. We will work with partners to investigate, develop, and implement appropriate Low Traffic Neighbourhoods (LTNs) across the region to reduce motor traffic, and in doing so, reduce air pollution, noise pollution and road accidents. In addition, they will make the character of residential streets more pleasant, inclusive, and safer for people to walk and cycle, whilst creating spaces to play and socialise. Buses would be appropriately routed to provide improved connectivity thereby reducing traffic levels and helping to connect people to local amenities. In addition, we support the idea and appropriate implementation of 20-minute neighbourhoods and the implementation of these will be assessed across our region. These will ensure that within urban areas a complete, compact, and connected neighbourhood is provided, where people's everyday needs can be met within a short walk or cycle. As a result of successful implementation, appropriate 20-minute neighbourhoods and LTNs can boost local economies, improve health and wellbeing, increase social connections within our communities, and help to tackle climate change.
3. Active travel measures have the potential to create more inclusive communities, so that people do not need to be able to afford to run and/or have access to a private car in order to access key destinations and opportunities for work, education, leisure, or services. The active travel infrastructure itself needs to be inclusive through consideration being given to the needs of the wider range of non-motorised users (NMUs) such as wheelchair users, mobility scooters, pushchairs, adapted cycles, e-cycles and cargo bikes. Whilst the focus of this Plan is on utilitarian walking, wheeling, and cycling journeys, it is recognised that these can overlap and sometimes conflict with those being made for leisure purposes or to access the wider public rights of way network, especially outside built-up areas. A key focus of our strategy will be the investigation, development, and implementation of key connections within our rural environment to ensure that active travel is a feasible and safe option. In addition, improvements to the public rights of way network itself are set out in the Rights of Way Improvement Plans (ROWIPs), any new or enhanced active travel infrastructure must protect and consider the needs of those walking, cycling and horse riding as a leisure, recreational or commercial activity from the outset of the project.
4. New developments provide real opportunities to embrace and proactively promote and encourage active travel. When people undertake a major lifestyle change such as moving to a new house or job, it can be the catalyst for trying something new or rethinking entrenched behaviours. To capitalise on this and to ensure that active travel is the obvious mode of choice for shorter journeys, high quality infrastructure must be provided from the outset. The principles outlined in the *Manual for Streets*, *LTN1/20*, the *Cambridgeshire Active Travel Design Guide*, and the emerging *Active Travel Toolkit* for New Developments must be reflected in new developments. It is important that the different needs of pedestrians and wheelers are considered separately to those of cyclists and that internal networks are designed to be coherent, direct, safe, comfortable, and attractive. We will work with our District and City Council partners to ensure that

appropriate active travel routes are safeguarded within Local Plans.

5. Where existing highway infrastructure is being maintained or improved, either by our Local Highways Authorities or by National Highways, it is expected that opportunities will proactively be sought to improve or enhance the provision for active travel. Where new infrastructure is being delivered, be it highway, rail, or busway, it is expected that parallel provision for active travel and non-motorised users (NMUs) is planned for from the inception of the project, and opportunities sought to connect with existing provision. Any severance in our existing provision, including for NMUs, must be addressed in the planning of the scheme to ensure that coherent networks are maintained and enhanced.
6. In creating more conducive environments for people to walk, wheel and cycle it is reasonable that people want assurance that the places they need to get to are well connected, safe, direct, and pleasant to use. It is recognised that current provision varies across the plan area with a very well-developed network in Cambridge and its immediate hinterlands, meanwhile our rural areas are not as well developed, primarily due to low population densities, lack of viable on-carriageway solutions and higher costs due to longer distances. Despite this, consultation feedback has consistently demonstrated an appetite for active travel in rural areas. The *Cambridgeshire LCWIP*, *Peterborough LCWIP*, *Cambridgeshire Active Travel Strategy*, and district-based Transport Strategies give greater detail on the nature and location of specific improvements.
7. In rural areas, the priority will be to provide new or improved connections to key services in towns and villages, employment centres, transport hubs and places of education which are within walking or cycling distance. Around Greater Cambridge, priority will be to improve links from outlying villages to places of education, transport hubs and connections between and to the Greenways. The focus will be on providing routes segregated from traffic or modal filters to reduce traffic volumes where appropriate alternative routes exist. Where highway space is insufficient for segregation private land will be sought along field edges.
8. In urban areas, expansion of the cycling network will focus on filling in the gaps, removing barriers and identifying new routes to create a safe, convenient, direct cycle network linking to education, employment, public transport hubs, shops, and other services. Improvements will include improving junctions, provision of segregated facilities, speed and traffic reduction measures along main radial and orbital roads, widening existing or providing new paths and removing or designing out the need for physical barriers.

Possible statement around school journeys

Possible statement around behaviour changes and softer measures, incorporating bike training, information availability etc

Indicator/s

- Number of trips undertaken on foot or by bike
- Increase the percentage of short journeys in towns and cities that are walked or cycled to 50% in 2030 and to 55% in 2035
- 55% of primary school-aged children to walk to school by 2025

Links to relevant policies and documents:

- Gear Change – a bold vision for walking and cycling (2020)
- Second Cycling and Walking Investment Strategy (2022)
- LTN1/20 Cycle infrastructure design (2020)
- Manual for Streets

Commented [TB15]: Additional policy statement to be included around school journeys, behaviour change and softer measures (training, information, and availability)

Commented [TB16]: Presented in a graphical format

Commented [TB17]: Presented in a graphical format

- Draft Cambridgeshire Active Travel Strategy (2023)
- Cambridgeshire Local Cycling and Walking Infrastructure Plan (2022)
- Peterborough Local Cycling and Walking Infrastructure Plan
- East Cambridgeshire Cycling and Walking Routes Strategy
- Fenland Walking, Cycling and Mobility Aid Improvement Strategy
- Cambridgeshire Rights of Way Improvement Plan
- Peterborough Rights of Way Improvement Plan (2016)
- Healthy Streets
- Highway Code update

This policy intervention **contributes** to the following local objectives:

- Housing
- Employment
- Business and Tourism
- Accessibility
- Health and Wellbeing
- Air quality
- Safety
- Environment
- Climate Change

Commented [TB18]: Presented in a graphical format

This policy intervention contributes to the following national **priorities**:

- Growing and Levelling up the Economy
- Improving Transport for the user
- Reducing Environmental Impacts

Commented [TB19]: Presented in a graphical format

Public Transport

Policy intervention topic: Encouraging a switch to public transport

Introduction

To successfully meet the vision and goals for this Plan it is important that we deliver an integrated public transport network. This includes:

- Accessible, affordable, reliable, safe, and frequent public and community transport; and
- Integrated and seamless interchanges between modes.

We want to encourage shift from the private car to public transport (and active travel modes) thereby reducing 'car dependency' and helping to meet net zero and our target of reducing traffic levels by 15%. A shift away from a car to bus or train (and active travel) makes more efficient use of the available space on the network, as well as offering the opportunity to move higher numbers of those wishing to travel and to do so on vehicles with cleaner and more efficient emission standards, such as electric and alternative fuelled buses and trains.

Diagram to show space of public transport and number of cars that would be needed.

Commented [TB20]: To be presented in diagrammatic form

Each district in our area has their own characteristics and requirements and offer different levels of public transport currently. You can find view our proposals for each area here:

5 links to local sections: East-Cambs Fenland Gtr-Cambridge Huntingdonshire P'boro

Commented [TB21]: Presented in a graphical format

Interchange

The first and last mile of any journey is primarily completed on active travel, and therefore we will work with partners such as Active Travel England to ensure that there is seamless and integrated interchange between modes and passenger transport. This includes examining ways to improve waiting facilities so that they are high-quality, safe, comfortable, and resistant to inclement weather and are compatible with active travel modes. We will investigate options for locating new interchange facilities and travel hubs in areas which maximise modal shift on to public transport.

Buses

Buses form a fundamental component of our transport network, allowing people to access key services and employment opportunities, which is so key for our economy. We will improve our public transport offer by developing and delivering the most appropriate financial and operational framework for buses. We want to create a virtuous circle: increasing usage, with reduced operating costs so better services can be sustained without a permanently higher per-passenger subsidy.

Our ambition is to see Cambridgeshire and Peterborough at the forefront of excellent public transport provision. We aim to transform bus travel – offering high levels of convenience and connectivity – not just in our urban areas, but across the entire region, including rural areas and market towns; something not seen on such a scale anywhere else in the UK. We will deliver a fully integrated bus network, serving the needs of the region. We want to make journeys quicker, cheaper, and more reliable, delivering attractive, environmentally friendly

services across our area. To do that, we need to improve the whole journey, ensuring off-bus infrastructure and services complement the on-bus travel experience. We want to totally transform the image of bus travel, so that people feel good about using buses.

Better bus services will benefit everyone. They will provide easier access to education, training, and employment opportunities, as well as the ability to reach a wider range of shopping and leisure facilities. Equally, they will provide a real alternative to using the car.

In using the bus, people will be championing a response to the climate emergency and the achievement of a fairer society.

The recently adopted *Cambridgeshire and Peterborough Bus Strategy* sets out the ways in which we want to make bus travel more convenient, very attractive and easy to use, such that it becomes the obvious way to make a journey. This means improving every aspect of the current service, building on the strong foundations already in place, including the Busway, Cambridge Park & Ride, and demand responsive TING service.

We need to do much more to improve our bus network and address some key challenges that have been highlighted in local public engagement exercises over recent years:

- Bus services do not offer a practical option for many journeys because they are not valuable, do not go to the right places at suitable times, or are too infrequent.
- They may not be co-ordinated to connect with other services and are perceived as being unreliable and offering no advantage over the private car.
- Considered expensive by many and not value for money.
- The attractiveness of bus travel is hampered by inadequate information, difficult to understand timetables, complex fares, and variable standards of services.
- Poor reliability – 65% of bus users want to see more reliable bus services, followed by more frequent services and faster bus journey times.
- Inconvenience – 58% of non-bus users cited inconvenience as the reason for not using the bus, seeing cars as a faster and cheaper way to travel.

Success in achieving this Plan's vision will mean more travel by bus and less reliance on car travel. This in turn will help us maintain economic growth, care for the environment, and improve quality of life. To realise the vision, the Bus Strategy seeks to achieve the following:

- A comprehensive bus network, better connecting people to places across all parts of the region and beyond.
- Buses are part of a fully integrated and planned transport system.
- A more affordable network, with simplified fares and capping across the network.
- A transition to new, low emission vehicles, providing all the benefits of modern bus travel.
- A more understandable bus network, services, and fares, with clear information at all stages of a journey and easy ticketing.
- Faster and more punctual journeys by bus, delivered with more, effective bus priority measures.
- High quality passenger waiting facilities. Good quality services with high levels of satisfaction amongst customers.
- A doubling of bus passengers (based on 2019/20 levels) by 2030. Less traffic and congestion by attracting car users to buses.

- Better bus infrastructure, including bus shelters and widespread real time information coverage.

Achieving these outcomes will rely on the delivery of a programme of evidence-based interventions across the Cambridgeshire and Peterborough geography. Bold decisions will be needed, backed by a steady, consistent, and determined approach to delivering a better bus network for all. Significant capital and revenue funding sources will need to be identified from various sources to realise our ambition.

Working with partners, we aim to deliver an enhanced bus network, both in existing areas and at our new settlements, with more reliable, faster, and more frequent services that opens up access to employment, education and services and becomes the natural choice for many more people. Our Bus Strategy and Bus Service Improvement Plan (BSIP) will aim to ensure that everyone should have the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them.

This Plan supports the work of the Greater Cambridge Partnership, who are developing their 'Making Connections Project'. This aims to provide a competitive, comprehensive public transport network and reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels in order to improve journey times and reduce pollution.

Demand Responsive Transport (DRT)

We recognise that we have vast rural and less accessible areas where existing bus travel is sparse or even non-existent. We will look to tackle this by expanding the bus network into rural areas where this is possible and delivering Demand Responsive Transport (DRT) in other areas.

We launched TING (our new on-demand bus service) in October 2021 to support rural communities across the western part of Huntingdonshire. The 'Uber' style bus service is operated by Vectare with the aim to increase accessibility across the area, especially without having to rely on the private car. The TING branded fleet of single deck vehicles, provide an overlay service, and operate in addition to the existing bus services currently running across the area. The six-month trial has been extended to provide a viable public transport option to increase accessibility and to get people out of their cars and supports its plans to help the region meet the 2050 Net Zero target. Following a thorough assessment of the TING and a network review, we will look to roll out the Demand Responsive Transport network across the region in a phased, prioritised approach in the most appropriate areas across the region.

Rail

We will promote a range of schemes to help encourage and accommodate this trend and continue to work and lobby rail operators to improve services for users and facilitate interaction with the community via local Rail User Groups.

We will also promote new railway stations in the region, including Cambridge South station, the construction of which would provide much needed additional capacity near the Cambridge Biomedical Campus. Where new stations are required to facilitate new development, we will also support Local Planning Authorities in ensuring these are delivered in line with local and national government policies.

We support delivery of new rail links, such as East West Rail that will transform public transport connectivity along the Oxford to Cambridge corridor. A link connecting Wisbech, and its surrounding hinterlands will be progressed and delivered as this would improve public transport connectivity and allow the area to truly meet its potential through the provision of greater accessibility.

In addition, we will continue to support, lobby, and promote nationally significant rail improvements such as Ely Area Capacity Enhancements (EACE) and Snailwell Loop scheme will enable more frequent services and make journeys quicker for passengers, whilst improving the potential for greater freight movements.

We will investigate the potential reopening of the rail line between March and Wisbech that would bring greater employment, educational, retail and health opportunities and housing growth. As this scheme is developed, we will examine the use innovative technologies to deliver the most appropriate solution.

Policy statement:

Our affordable, public transport network will promote social inclusion, with four key factors being considered: it must be available, accessible, affordable, and appropriate.

'Greening the fleet'

As well as achieving reductions in vehicle mileage and shifting journeys to sustainable modes such as active travel and an affordable public transport, it is crucial that we ensure our public transport offering is leading the way on the use of alternative fuels, to tackle our net zero and air quality targets. 'Greening' of public transport vehicle fleets and improvements to transport infrastructure to enable easy uptake of low emission transport modes.

We will work with local partners to develop a charging network for electric vehicles (EVs); improving public transport through new infrastructure, bus reform and network improvement and replacement electric buses.

The Greater Cambridge Partnership recently funded two electric buses in Cambridge to understand and examine their operation on the local network. The P's Smart Cambridge workstream also supported a project trialling the use of autonomous shuttles running between Maddingley Park & Ride and the West Cambridge site.

Overall, there are around 350 buses operating on the urban and interurban bus network across the Combined Authority area. We and our partners have successfully secured funding from Zero Emission Bus Regional Areas allocation that will enable us to replace 10% of the most heavily polluting fleet with the electric vehicles entering into operational service in 2023. The bid aligned with our vision to develop and implement a rolling programme to replace 30-35 buses a year across the region to decarbonise the entire network affordably, progressively, and systematically. By funding electric bus charging infrastructure in the region now, we are starting to remove a significant barrier to operator transition to zero emission vehicles by our local bus.

You said

“The draft LTCP has a strong focus on transporting people between towns and cities; however, the needs of older people may not be to travel between towns and cities but to travel within them. We would like to see a much stronger focus on addressing the rural transport needs of the region.”

“The LTCP should include a commitment to work with local authorities and other stakeholders to improve rail connectivity and services across the area.”

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB22]: To reflect similar to Active Travel Section and presented in diagrammatical form

Future Mobility and Shared Modes

Policy Statement – Future Mobility and Shared modes

Introduction

We will invest in future mobility across the region. It is our desire to deliver a step change in mobility across the region that is firmly focused on local needs, places, and people; providing significant benefit for all, especially those within our hardest to reach communities that could be left behind as technology moves forwards.

Technological advances in mobility will reduce our dependency on single occupancy car journeys through the creation of a connected and integrated transport system. Emerging technologies will promote easy navigation and transition between sustainable transport modes using density and critical mass to support and sustain public transport solutions. Therefore, we will continue to explore the role that new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, and how best these initiatives are integrated seamlessly into our overarching transport network.

In addition, there is an opportunity to use new and developing technologies to help improve freight deliveries, including initiatives such as consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

It is expected that the future of mobility will be revolutionised through the introduction of autonomous vehicles which use artificial intelligence, cameras, and sensors to detect their surroundings and to navigate and avoid obstacles without the need for human input. In the same way that electric vehicles require an appropriate charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. As part of the Plan's digital policy, we will work with partners to expand and improve our mobile coverage.

You said

"It would be helpful to include a behaviour change section which mentions in more detail Mobility as a Service (MaaS) and Journey Planning".

"Meeting the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution, and environmental impacts."

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB23]: To reflect similar to Active Travel Section and presented in diagrammatical form

Freight

Policy intervention topic: Freight

Introduction

The country's and region's freight should be economically efficient, reliable, resilient, and environmentally sustainable and its needs considered alongside those of other users. This Plan sets a clear plan for freight operators that is consistent with the objectives set out in the Future of Freight plan.

Our communities depend upon regional, national, and international connectivity to drive economic prosperity. We must therefore ensure that our businesses are connected sustainably to the main transport hubs, ports, and airports. However, we also recognise the many challenges that moving goods and freight between hubs, businesses and homes brings, and we will look to ensure that this is done in a safe, efficient, and sustainable way.

We will encourage the sustainable distribution of goods through minimising road-based travel and the associated environmental impacts of road haulage. It seeks to maintain economic efficiency and help improve the quality of life for the residents of the region by reducing the environmental impact of freight movement and reduce the impact of HGVs on inappropriate routes e.g., through residential neighbourhoods and areas with weight restrictions.

The freight system helps meet the UK's most essential needs: it supplies food to supermarkets and fuel to petrol stations, carries medical products to hospitals, and delivers letters and parcels to homes and businesses. The freight system plays a vital role in supporting economic activity: it transports raw materials and intermediate products to factories, goods to ports and products to retailers, supporting manufacturing, exports, and consumers.

Policy statement

A key priority for the LTCP is to shift goods and freight movements on to more sustainable modes of travel. Encouraging all those involved in moving goods and freight to use Alternative Fuelled Vehicles will be a priority.

We will look to utilise a first/last mile strategy for deliveries. Electric last mile delivery vehicles are increasingly desirable but important to balance sustainability and environmental consciousness whilst lowering fuel bills and significantly less vehicle maintenance. Therefore, we will work with partners to actively encourage the more sustainable first/last mile delivery strategy is implemented within our cities and urban centres, wherever possible.

We will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network, and moving it across the region more sustainably. These interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish. We will work with neighbouring Local Authorities and partners to look at schemes and initiatives that improve access to London Stansted and London Luton Airports.

Rail improvements such as Ely Area Capacity Enhancements (EACE) and Snailwell Loop schemes within our region and Haughley Junction in Suffolk will enable more frequent services

and make journeys quicker for passengers, whilst improving the potential for greater freight movements.

We also recognise that road freight, both strategic and local, continues to play a huge role in our region and to that end, we will aim to make this more efficient, safer and to shift this to more sustainable fuelled vehicles. For example, we are currently working in partnership with National Highways to assess the viability of dualling the A47 that would significantly improve east-west movement. We will continue to work with England's Economic Heartland to understand the complexity of movements in and through the Oxford-Northampton-Peterborough corridor and promote the appropriate schemes that emerge from this study.

In addition, we will work with partners to deliver more and better overnight parking and stopping facilities for drivers of HCVs. Through collaborative working with our partners, we will look to locate freight distribution centres in areas that facilitate more sustainable and effective movements. Our position in relation to freight will be further enhanced through the development of Quality Freight Partnerships.

Given freight's role as a major road network user, improving freight operations will help reduce conflicts with other modes of transport, pedestrians, and cyclists. Therefore, safety remains a fundamental consideration for freight and the movement of goods. We will continue to work with partners, particularly the Local Highway Authority, to ensure road freight moves on appropriate routes, utilising appropriate route mapping to reduce conflicts between HGVs, HCVs and other road users, particularly vulnerable users.

- We will continue to work with partners to develop and implement an appropriate Freight Strategy for the whole region. This will consider the efficient movement of goods and services, whilst balancing this with the needs of the local community and environment. Through this Strategy, we and our partners will:
- Identify hotspots where enforcement is needed and use the information to influence the industry and the Police on education and enforcing restrictions;
- Understand the region's agricultural traffic movements and how these can be better accommodated to reduce their adverse impact on the transport network;
- Encourage freight operators to use specialised satellite navigation systems that produce specialist information for HCV drivers;
- Support constituent Councils in securing lorry parking facilities across the region and encourage developers to provide safe, secure lorry parks at strategic points across Cambridgeshire and Peterborough, especially along the strategic routes and in towns and development with a high generation of HCV traffic;
- Reduce the number of vehicle journeys and thereby the carbon emissions and other pollutants which can be directly detrimental to human health. This will include support for the concept of 'secure freight consolidation centres', last mile delivery and alternative fuelled vehicles where appropriate;
- Supporting constituent Councils and partners to manage deliveries within towns and cities, such as maximising deliveries during the off-peak period and encouraging last mile deliveries by cargo bikes other sustainable modes;
- Liaise with Planning Authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests; and
- Seek funding from new and innovative sources to help us deliver our priorities to develop a fit-for-purpose freight network that allows Cambridgeshire and Peterborough to grow and prosper with due regard for a sense of well-being overall.

The deliverables of the Freight Strategy will be monitored and updated on a regular basis to ensure that the changing demands of the freight sector are considered and subsequently examine how new, emerging initiatives can be utilised.

You said

“Encourage a shift from road-borne freight to less environmentally damaging modes such as rail.”

“Meet the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution, and environmental impacts. “

“Work with delivery/logistics operators to integrate first-mile pickup and last-mile deliveries.”

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB24]: To reflect similar to Active Travel Section and presented in diagrammatical form

Demand Management

Policy intervention topic: Demand Management

Introduction

If we are to meet the challenge of climate change in a meaningful and effective way and meet our local target of reducing the number of vehicle kms by 15%, we need a radically rethink about how we use road space and its allocation between different competing modes. Demand needs to be managed appropriately to enable us to meet our local objectives as well as national priorities and give greater priority to active travel and public transport.

If we are to achieve our vision, there will also be situations where it is necessary to actively discourage private car use. This may include consideration of demand management measures to help tackle local traffic and the associated issues. Travel Demand Management (TDM) is an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time. TDM measures could include traffic reduction schemes, traffic filters, road user or congestion charging, workplace parking schemes, changes to the availability or price of parking and low traffic neighbourhoods.

An effective TDM plan is based around four key pillars: the creation of capacity; the provision of genuine alternatives through a safe, integrated network; network management; and travel behaviour change solutions.

The use of a package of TDM measures can bring forward a number of benefits to the local community and their use will be investigated in specific locations across the region. It is essential that when any TDM project and associated measures are developed, due consideration is given as to whether they are appropriate to the environment, communities whilst considering localised demographics, challenges, and issues.

For any TDM to be successfully implemented, it is important that the following success factors are taken into consideration:

- Level of support and endorsement from public sector partners to provide the relevant leadership;
- A clear definition of the problem to understand the size of the challenge in the local environment;
- The provision of a range of alternative travel options;
- Due consultation and engagement when shaping the appropriate TDM scheme for the local environment;
- Quality of information provided to the audience must be of the highest quality, thereby ensuring trust and credibility in the process is maintained;
- Time and resources available to implement the programme; and
- The ability to track and monitor your impact, thereby able to make the necessary changes as lessons are learnt at the local level.

Any decisions on the mix of TDMs that might be deployed across the region, the relative priority accorded to such interventions and their potential timing, will depend on the effectiveness of the policy levers in achieving the goals and outcomes of the strategy and other considerations. Any proposals in the longer term for demand management would be

subject to full public and stakeholder consultation, allowing the decision makers to consider public attitudes alongside other salient factors before concluding.

You said

"Needs to be more of an acknowledgement that building to LTN1/20 compliance will need a complete rethink about how we design and build; road space reallocation away from motor vehicles needs to become the norm." (ref Sustrans)

"Recognise that improvements on the network are needed but would like reassurance that private car use is restricted to enable walking, cycling and public transport journeys to flow seamlessly." (ref University of Cambridge)

"Building new roads is not the answer to our transport problems. Where projects are being proposed to increase road space that any additional space is reallocated to improve facilities for walking, cycling and public transport as well as enabling freight to move more efficiently." (ref University of Cambridge)

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB25]: To reflect similar to Active Travel Section and presented in diagrammatical form

Improve

Alternative Fuels

Policy intervention topic: Use of alternative fuels

Introduction

The transport network needs to be resilient and adaptable to climate change. It is recognised that the transport network does not always function flawlessly and is subject to internal and external stresses (human and environmental disruptions) that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption.

To successfully meet our climate change objective, it is important to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at the local level. By committing to a target of net zero carbon by 2050, the region must be at the forefront of driving reductions in emissions from the transport sector. We and our constituent Councils signed up to the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report and this Plan aims to provide the framework to allow for appropriate and timely progress.

Active travel and the use of public transport have a significant positive environmental and societal impact there will be a need for the car, especially within rural areas where public transport may not be accessible, switching to an ultra-low emission vehicle (ULEV) will significantly reduce environment impact and be part of a wide range of tools to help us to achieve net zero.

Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option. The more urban areas of South Cambridgeshire, Cambridge and Peterborough all have charging point numbers broadly in line with the national average, while the more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. If widespread roll-out of electric vehicles is to become a reality across the region, a concerted effort will be needed to provide better charging provision across its geography, not only in more urban areas.

There are several barriers to uptake of EVs and hydrogen vehicles in Cambridgeshire and Peterborough and nationally, including:

- A lack of charge points – at home, at destination locations and on the strategic road network.
- Grid constraint – new and existing developments lack the necessary electricity distribution capacity to install charge points.
- Cost of vehicles – new EVs are significantly more expensive than internal combustion engine vehicles.
- Public perception – as an unfamiliar technology, not yet adopted at scale, there are issues around perceived reliability/range etc.
- Varied charging adapters – different car makes/models use different adapters decreasing the number of available charge points.
- Varied business models – different payment methods prohibit the uptake of EVs.

Our Alternative Fuelled Vehicle Strategy and associated Implementation Plan will ensure a continued focus on the development of the appropriate infrastructure across the region. In the same way that electric vehicles require charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. It is expected that for autonomous vehicles to be effective 5G coverage will be required. 5G is currently unavailable in some areas of the UK, but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future.

The implementation of the East Anglian Alternative Fuels Strategy (EAAFS) is key in ensuring that the impacts of climate change are addressed at the very local level. This focuses on how the uptake of alternatively fuelled land vehicles can be boosted across East Anglia, what and how much infrastructure (such as electric vehicles charge points) needs to be delivered to support this transition, and other policies and actions that will be necessary to deliver a decarbonised transport system. The alternative fuelled vehicles (AFV) covered in this Strategy include battery electric, hydrogen fuel cell and renewable natural gas vehicles.

You said

"We welcome the commitment the roll out of electric vehicle charging infrastructure particularly in those districts with low provision such as East Cambridgeshire. The Council is working on a scheme currently to install charging points in some of its car parks but more are urgently needed. There are electricity grid capacity issues regarding this and the Council would like to understand how the grid improvements that are required will be delivered."

"Suggest that to support the shift towards electric vehicles, the Combined Authority commits to working with government and relevant partners to accelerate delivery of new grid capacity to underpin decarbonisation of both private and public transport across the area. Strong links must be made between the deliverables of the LTCP and work to develop a Local Area Energy Plan for Cambridgeshire, which will need to consider electrification of transport and the additional grid infrastructure requirements to support this".

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB26]: To reflect similar to Active Travel Section and presented in diagrammatical form

Safety

Policy intervention topic: Improve Safety

Introduction

Improving road safety is a fundamental part of our Plan and is an absolute priority. Road safety is a key component and a key driver in everything we and our partners deliver.

We all have a responsibility for road safety – either as road users, Local Authorities, or transport providers. It is also important that we improve the perceptions of safety as these can often be barriers themselves. Having seen significant progress in reducing road casualties during the early part of the century; since 2010 this progress has stalled and requires considerable attention to achieve further reductions in the coming decades. The number of deaths and injuries on our roads is still far too high, and progress was slowing before the Covid-19 pandemic.

In 2020, 411 people were killed or seriously injured.

Currently 19% of KSI collisions involve cyclists, and a further 9% involve pedestrians. We need to ensure we provide a safer road environment that gives people the confidence to make this shift to active travel modes. In addition, it is important to manage potential conflicts between cyclists, equestrians, and pedestrian (and other modes such as e-bikes, e-scooters, scooters) and the specific issues faced by the disabled.

As well as having a devastating effect on the lives of the people who have been injured, but also their families and friends, serious collisions can deeply affect many people in the wider community and extended road closures can have serious consequences for the road user and the economic prosperity. The annual cost to society of road accidents in the region is estimated to be £822m and the misery which it inflicts on the injured and bereaved families is immeasurable.

Partnership working

We will commit to working closely with our partners to deliver improved safety across our transport network. It is essential that we and our partners continue to seek to identify, analyse, and develop solutions to transportation hazards through the embedding of safety conscious planning that addresses highway, public transport, pedestrian, bicycle, equestrian, and heavy vehicle safety. We will continue to work with partners to create active travel routes that reduce the number of interactions with HCVs and buses.

We will continue to work with the Cambridgeshire and Peterborough Road Safety Partnership and other agencies, such as the Police and Fire Services to provide a safe transport network. The Road Safety Partnership deliver, influence and support evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training, and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to 'zero tolerance' of transport-related deaths.

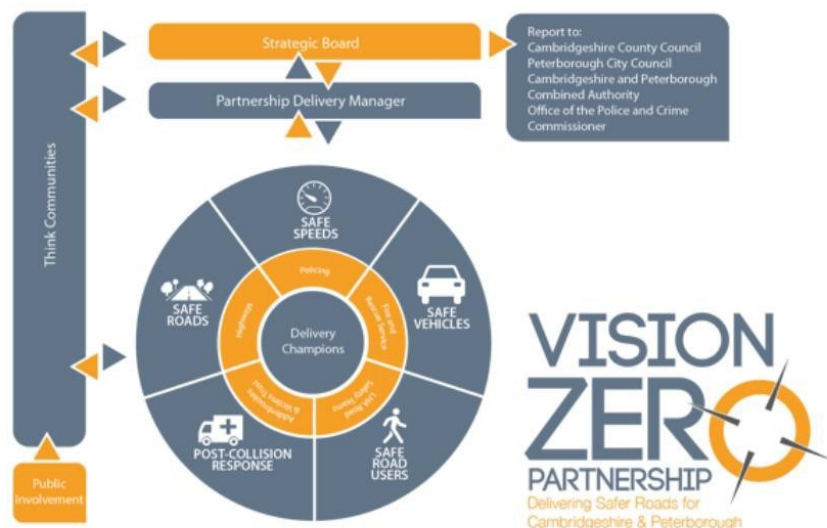


DIAGRAM – VISION ZERO PARTNERSHIP

We will continue to work closely with the Cambridgeshire and Peterborough Vision Zero Partnership to achieve our overarching safety goals – with regular direction given to and from the Combined Authority Board.

The aim of vision zero is to have zero road fatalities or life-changing injuries on the region's transport system by 2050. This aligns with and will contribute to the global political commitment to improve road safety made through the *Stockholm Declaration*. Whilst zero road fatalities or life changing injuries is our overall target, it is important to recognise it is an ambition that helps set the tone of what we are seeking to achieve rather than actual end point. We adopt local targets to measure and monitor progress. Given the international adoption of a 2030 target of a 50% reduction in road deaths and serious injuries using a 2021 baseline, this is a suitable target for the Vision Zero Partnership.

Therefore, we will work closely with the Local Highway Authorities to unlock and secure funding for road safety interventions and to develop a system led approach to tackling network safety.

We will investigate the implementation of 20mph zones in urban areas where these are appropriate and in addition, we will continue to utilise road safety initiatives that recognise the commitments outlined in the U "Stockholm Declaration" especially in relation to 20mph in built-up areas; to reduce speeds, improve levels of road safety and encourage walking and cycling as day-to-day forms of travel.

Another key tool is having well-designed streets and public spaces which increase the attractiveness and safety of the environment which help improve people's health by reducing social isolation, which is harmful for physical and mental health. Our transport system will make it easier and safer for all of society to walk, cycle and wheel to the shops, schools, and other amenities.

Policy Statement

We will include measures which promote inclusivity for those more vulnerable in society of whom personal safety is more acute, such as females, older people, those with pushchairs, disabled people, cyclists, equestrian users, those with mental health concerns, and the LGBTQ+ community.

Commented [TB27]: Included as a direct response to the consultation

You said

"20mph zones for safety of pedestrians and cyclists would be a good idea and help switch away from cars, particularly an issue with school traffic."

"The safety of the transport modes should be considered from both physical safety through the prevention of accidents as well as personal safety in terms of individual passengers feeling safe in their surroundings."

"Vision Zero includes an intermediate goal of reducing KSI on our roads by at least 50% by 2030. The LTCP must include intermediate goals such as this."

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB28]: To reflect similar to Active Travel Section and presented in diagrammatical form

Digital Solutions

Policy intervention topic: Digital Solutions

Introduction

Digital connectivity is important in meeting the challenges facing our region, such as sustainable growth, climate change mitigation, the management of scarce resources including water and energy and improving people's life chances through the provision of access to retail, leisure, education, and health facilities. Faster, more reliable digital connectivity – with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate – will provide improved connectivity between businesses and to homes; greater working flexibility, thereby taking the strain off the transport network; and allowing better management of our transport networks to increase capacity, make travel times more reliable, and ultimately, make journeys safer.

Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough remain at the forefront of digital connectivity in terms of:

- Fixed broadband connectivity;
- Mobile connectivity;
- Smart infrastructure; and
- Digital adoption, access, and inclusion.

A key component of the LTCP is the *Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy 2021-2025*. This will deliver a future facing, long lasting digital infrastructure that will ensure that Cambridgeshire and Peterborough residents and businesses have the access they need to digital connectivity, supporting our sustainable growth ambitions and the aims and aspirations of this Plan.

Alongside our partners, we will deliver a future facing, long lasting digital infrastructure that will ensure that digital connectivity is available to all – supporting effective public service delivery, thriving communities and sustainable business growth. The strategy will:

- Improve internet access to reduce digital exclusion and health inequalities;
- Use 'smart' technology to support sustainable lifestyles and mitigate climate change;
- Attract investment in fibre broadband and mobile connectivity infrastructure to strengthen the local economy and create jobs; and
- Ensure businesses have access to leading-edge digital connectivity to help them grow and succeed.

You said

“Support the focus on digital connectivity for all, and the intention to explore demand responsive transport for more rural areas, noting the digital connectivity and public transport accessibility challenges faced by our more rural communities.”

“We would suggest that further consideration could be given to how rural centres and nearby villages can sustain themselves as networks and connect effectively into other larger centres and more strategic transport options.”

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB29]: To reflect similar to Active Travel Section and presented in diagrammatical form

Natural, Historic and Built environment

Policy intervention topic: Natural, historic, built environment

Introduction

We are fortunate to have exceptionally high-quality natural, historic, and built environments within Cambridgeshire and Peterborough that have positive impacts on the quality of life for our residents, boost tourism and help attract businesses to the area. We want to deliver a transport network that not only protects these environments, but also enhances them.

Add Picture

Our transport network can have an adverse impact upon our environment, from air pollution and emissions, noise and vibration, physical damage to buildings, light pollution, reducing the aesthetics of an area and of course by damaging and removing space for plant and animal habitats (biodiversity). This Plan and our schemes and initiatives will ensure that the transport network mitigates any negative impacts and in fact strives to improve the environment.

Commented [TB30]: Picture and graphic to be provided to demonstrate the high quality natural, historic, and built environment within the region (Ely Cathedral etc)

Biodiversity

We will help our communities to become high quality, sustainable environments where people want to live, work and visit. As such, we are committed to the adoption of biodiversity net gain principles which mandate that all new developments, including new transport infrastructure, must leave the natural environment in a measurably better state than beforehand.

We will integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment during construction and operation.

Policy statements

To double the area of rich wildlife habitat and natural greenspaces under management by 2050. We will work with partners to try and prevent the transport network we deliver in the future doing harm to the existing built and historic environment. Our plan will play a key role in helping to maintain and improve 'the sense of place' in our cities, towns, and villages, as well as our rural countryside.

The delivery of any new transport infrastructure will include the appropriate processes and assessments, as required by the Local Highways and Local Planning Authorities, as well as adhering to the necessary national policies.

Having a well-planned and good quality transport network will help to link where we live and work to our green spaces and important historic environments. In addition, the plan will support partners in ensuring we have well-designed streets and public spaces, creating a sense of 'place' to help increase the attractiveness and safety of the built environment in our cities, towns, and villages. This is vital in not only improving the physical health of our communities, but also the mental health too. Isolation is a huge issue in rural areas and in vulnerable communities, such as the elderly, and having access to attractive open spaces as well as important historic and natural environments is crucial.

Commented [TB31]: Further information on the 20% biodiversity net gain to be included

We will put people and the environment at the heart of transport design and decision making.

You said

“The LTCP could be more specific in its ambition for the natural environment, potentially adopting the Greater Cambridge ambition such that transport schemes would seek to deliver 20% Biodiversity Net Gain”

“We would suggest that these should include avoiding loss of natural and historic environments; minimising visual intrusion in the landscape and cityscape; and minimising light and noise pollution”

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB32]: To reflect similar to Active Travel Section and presented in diagrammatical form

Network management including maintenance & Resilience (Futureproofing network for extreme weather events (flooding, fire))

Policy intervention topic: Network management & Resilience

Introduction

Cambridgeshire County and Peterborough City Councils are the highway and streetworks authority who are responsible for a range of management functions. This includes working to manage congestion, highways infrastructure and on-street parking.

All of these functions will play a role in helping to deliver our vision and encouraging the use of walking, cycling, public and shared transport. It is important that our transport user hierarchy is reflected in these management functions to complement the policies outlined previously.

Our streets and roads are vital pieces of transport infrastructure. The vast majority of all trips take place on them, be these by foot, bike, wheelchair, micromobility, public transport or by car. Our streets and roads are also places, from local neighbourhood roads to busy high streets, and they play different roles in the lives of people and businesses. The region is also home to roads on the Strategic Road Network such as the A1, the M11 and A14, as well as numerous key rail routes of both local, regional, and national importance.

Many of the policies in this document have outlined incentives to make alternatives to the private car more attractive. However, there may also be situations where it is necessary to actively discourage private vehicle use. There are various management tools available to do this that may be needed in some parts of the region.

The continued management and performance of these key pieces of infrastructure is crucial in ensuring our network runs smoothly and improving this will be a priority going forward. We must work with partners to tackle the issues we currently face and to prepare for the challenges that will be brought about by climate change and extreme weather.

Whilst our priority is on reducing car use and the need to travel, we recognise that in some cases new roads, or widening roads and junctions may be necessary, to ensure a reliable and effective transport network.

However, we have found that road schemes often generate new demand and quickly reach capacity again. It is therefore not a sustainable long-term solution for the region's transport network.

Network Management

The core purpose of network management is to tackle congestion and ensure the safe, free-flowing movement of traffic, people, and freight across the region's road network. It also has the potential to influence travel choices by prioritising public transport, walking, and cycling.

The government is proposing to review the Network Management Duty and statutory guidance, to reflect more clearly the current imperatives of decarbonisation, encouraging healthier forms for transport and emphasis on technology. The Combined Authority and our

partners will respond positively to changes in law where applied to prioritise and facilitate walking, cycling and public transport movement.

Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the A1(M) and A14 to our local roads and town centres. It is important to balance the requirements of all communities and stakeholders in decisions which affect residents' ability to access employment, social and educational facilities.

A well-maintained transport network is vital to the economic, social, and environmental wellbeing of the region. It is essential for disabled people who are additionally disadvantaged by poorly maintained pavements and highways. Therefore, with our Highways Authority partners, we will strive to ensure that all of our transport infrastructure will be provided and maintained to a high standard, as inadequate footways, cycleways, railways, and roads present significant risks to all transport users. For example, we know that there is a direct connection between the quality of maintenance and people's willingness to adopt active travel as an alternative to driving.

Therefore, it is important that the Local Highways Authority continue to invest in the transport infrastructure to ensure a safe, reliable, and effective network is available for all. We will work with them to help achieve this. Good maintenance is important for encouraging walking and cycling. Two wheeled modes such as bicycles, motorcycles and e-scooters are more at risk from surface defects therefore effective maintenance helps to protect these vulnerable road users contributing to delivery of vision zero and creates attractive, accessible environments for walking and cycling.

We know that better management of our transport networks will increase capacity, make travel times more reliable, and ultimately, make journeys safer.

Traffic congestion risks our future growth and prosperity and one of the biggest causes of congestion is roadworks and maintenance of the network. Managing our highway network is a critical challenge that requires careful consideration of the need to balance the management of an ageing network and high public expectations with reducing resources, less available funding, and an increased pressure on local government services. We will work with Local Highway Authority partners to help implement their highway asset management policies and strategy (Cams: <https://www.cambridgeshire.gov.uk/asset-library/Highway-Asset-Management-Policy-April-2021-v2.pdf> & <https://www.cambridgeshire.gov.uk/asset-library/Highway-Asset-Management-Strategy-April-2021-v2.pdf> / Peterborough: <https://www.peterborough.gov.uk/asset-library/peterborough-highway-asset-management-policy-and-strategy-march-2022.pdf>)

Solutions to manage demand for road space, including during times of maintenance and road improvements, will continue to be explored especially within and between our urban and surrounding areas. Targeted, localised improvements to the highway network will be undertaken to allow more efficient movement of vehicles, goods, and people; whilst ensuring that the needs of all road users are considered as these schemes are developed and delivered. In addition, freeing up road space within our main urban areas is key to ensure an integrated, seamless, and sustainable transport network is available for all.

The LTCP needs to take account of the Highway Authority's statutory asset management requirements

- that scheme design is considerate of the existing highway network, its status and extent, and any associated constraints or prerequisites, and

- that new or amended highway infrastructure is developed and recorded in accordance with the operational requirements and statutory asset management duties of the Local Highway Authority.”

Resilience

The transport network needs to be resilient and adaptable to climate change. It is recognised that the transport network does not always function flawlessly and is subject to internal and external stresses (human and environmental disruptions) that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption.

If we look at the risks to the UK from climate change many of the impacts are particularly acute in Cambridgeshire and Peterborough: the risk of flooding, very high summer temperatures and water shortages. We all need to act, and act now, to avoid the most damaging aspects of climate change.

The Cambridgeshire and Peterborough area is one of the driest in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will work with partners to help improve the resilience of our transport network to extreme weather events and a changing climate.

We will work with key partners to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable.

Road schemes

As highlighted previously, we are also responsible for overseeing the delivery of new highway infrastructure. There are situations where new roads, or widening roads and junctions may be necessary, but this is not a sustainable long-term solution because we have found that road schemes often generate new demand and quickly reach capacity again.

There is substantial national and international evidence of motor traffic ‘disappearance’, when road capacity is reduced, particularly where there are viable alternatives and in areas of excessive demand on road space.

Traffic ‘disappearance’ research shows that large percentages of motor traffic are not just displaced to other roads, but ‘disappear’ through a range of behavioural changes. These changes achieve the same objectives in ways that do not require car travel, for example changing mode or pooling journeys.

However, there are examples where road schemes may be required and will deliver improvements. This includes where access is needed to new developments or where the existing road is unsafe due to the mix of traffic, such as agricultural vehicles.

We will always require careful modelling for major schemes to ensure that the likely effects on the wider network are fully understood. To ensure that any road schemes align with our transport vision, we will take a ‘decide and provide’ approach rather than the traditional ‘predict and provide’ approach.

Innovation

Previously we have outlined a number of ways in which technology can improve the way in which we operate and contribute towards delivery of vision, aims and objectives. Technology alone will not solve many of the challenges identified; however, it will a vital role in allowing us to achieve our ambitions and address some of our underlying challenges

Shared Mobility, including Car clubs

Shared mobility will help us to deliver our goals such as a reduced private car use and improved air quality. There are a range of services covered by shared mobility including car clubs, shared cars, carpooling, Demand Responsive Transport and micromobility.

A car club provides cars for short term hire on a pay per trip basis. This allows individuals and businesses affordable access to a vehicle without the need for ownership. Car clubs offer clear benefits for individuals, with cost savings and access to a range of low carbon, well maintained, flexible use vehicles. If well managed and integrated as part of a wider public transport system, they have the potential to reduce car ownership and increase connectivity, particularly for those unable to walk or cycle.

To support the introduction of new car club initiatives we aim to develop policies that promote viable and sustainable alternatives to car ownership by ensuring appropriate localities are considered before being introduced.

We will also work to develop alternatives to the traditional car club bays which are expensive to introduce and maintain and will consider the use of zonal permitting in controlled parking zones. This approach will allow operators more flexibility to introduce vehicles with low setup costs and with a wider range of area.

Car clubs offer residents an attractive, convenient alternative to private car ownership. This encourages more use of public transport, walking and cycling, whilst giving access to a car when needed. This reduction in the number of cars and the miles driven will improve air quality and make local areas more relaxing. Similarly, by reducing the dominance of the private car and reallocating road space to walking and cycling we will further enhance public health and create streets that are welcoming places for people.

Residents in our more rural areas face specific transport challenges and are more likely to use a car. There are challenges associated with introducing car share facilities in these areas, however the provision of zero-emission car sharing would help to increase transport choices and reduce the impact of private cars.

Connected and Autonomous Vehicles

There are also more emerging technologies that could significantly change the transport system and contribute to delivery of our vision. The primary technologies we are focusing on as part of this section are Connected and Autonomous Vehicles (CAV) and Unmanned Aerial Vehicles (UAV).

These can improve road safety, improve air quality, and reduce traffic. Whilst the future of these technologies is uncertain, our overall approach is to support them and seek to shape them to ensure we achieve our overarching vision, aims and objectives for the people and businesses of Cambridgeshire and Peterborough.

We will integrate the needs of CAVs into new infrastructure and maintenance programmes will help to avoid the requirement for later, potentially costlier retrofit as automation becomes more commonplace. It may also facilitate access to lower-level automation in a wider range of locations.

You said

"The LTCP needs to take account of the Highway Authority's statutory asset management requirements."

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Commented [TB33]: To reflect similar to Active Travel Section and presented in diagrammatical form

Air Quality

Policy intervention topic: Air Quality

Introduction

Across Cambridgeshire & Peterborough, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are seven Air Quality Management Areas (AQMAs) in the region linked to the transport network. Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of this LTCP.

Reducing greenhouse gas emissions and removing air quality management areas requires a multifaceted approach, including encouraging better use of active travel modes such as walking and cycling, improving public transport, and increasing the number of electric vehicles in use. Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option.

We have a responsibility to implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles. Our proposals to improve air quality are directly linked to the key priorities identified in the Cambridge City Council Air Quality Action Plan (AQAP) 2018-2023 and the Joint Air Quality Action Plan for the Cambridgeshire Growth Areas (2015). The key areas identified for action, and to be supported through the LTCP, include:

- Reducing emissions from taxis, buses, coaches, and HCVs, with the potential to link to demand management measures;
- Mandating consideration of electric vehicle charging points for all new or upgraded highway infrastructure;
- Maintaining low emissions through the planning process, and long-term planning; and
- Improving public health.

More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car, or unable to drive.

You said

“To be clearer on the separate issues of emissions (particularly of Nitrogen Oxides and fine particles) causing poor air quality and therefore the immediate risk to health, and the issue of emissions causing longer term impacts in relation to the climate due to Greenhouse Gas emissions.”

Evidence

To be updated

Description of an appropriate graphic to be developed

To be updated

Policy good practice

To be updated

Commented [TB34]: To reflect similar to Active Travel Section and presented in diagrammatical form

Policy statements:

To be updated

Indicator/s

To be updated

Links to relevant policies and documents:

To be updated

This policy intervention contributes to the following local objectives:

To be updated

This policy intervention contributes to the following national priorities:

To be updated

Funding and implementation

Introduction

The LTCP outlines a clear vision to deliver a net-zero transport system that enables the region to thrive whilst protecting the environment and making Cambridgeshire and Peterborough a better place to live and work.

As outlined throughout this Plan, we plan to achieve this by reducing the need to travel, discouraging unnecessary individual private vehicle, and making active travel, public and shared transport the natural first choice. The policies within this Plan are the tools we believe are necessary to achieve this ambition.

Policy to scheme process

This LTCP provides the high-level policy framework to guide future work on transport across our region. Many of its policies will be delivered through transport schemes. The supporting strategies and area transport strategies will reflect the LTCP priorities and provide an indication of how LTCP policies might be applied in different geographic areas. These will then be used to create more detailed plans and identify specific schemes.

Schemes will be assessed via our prioritisation framework. This will ensure proposals are meeting broader Combined Authority policies and help with prioritisation. They will then progress through the development pipeline as suitable funding arises and be included in relevant strategies such as local plans and their associated infrastructure delivery plans.

DIAGRAM outlining role of LTCP (providing high level policy framework), supporting strategies and area strategies (containing specific detail for different modes and geographic areas, and schemes (identified for prioritisation and delivery).

Implementation

The LTCP will be delivered in a number of ways. This includes physical infrastructure improvements and the creation of new infrastructure. However, the LTCP will also be delivered through the planning process and other means. An overview of all delivery processes is outlined in this section.

Delivery of physical infrastructure and services

In order to deliver some policies in the LTCP there will need to be new and improved services and infrastructure. These improvements will be funded in a range of ways.

Influencing development

Embedding LTCP policies within the work of the Combined Authority and partners will help to shape these developments from the outset and contribute to delivery of the vision. The transport user hierarchy policy will guide how the Combined Authority and our constituent Councils addresses these situations. In this way, active travel will be prioritised, and new developments will contribute to delivery of the LTCP.

Incorporation with other highway works

We will ensure that wherever possible we seek to incorporate active travel other improvements when our Local Highways Authority partners are undertaking maintenance work. Coordinating these improvements will help to deliver some of the small-scale physical improvements required to deliver the LTCP.

Funding

Many of the policies identified in the LTCP will require funding to deliver. We no longer receive funding directly to spend on transport improvements and we do not currently have funding for all of the proposals identified. Therefore, we will continue to work hard to identify alternative funding sources to enable delivery of the LTCP.

Funding bids

From time to time, there are opportunities to submit bids to specific grant funding opportunities. These funding opportunities come from a range of sources including central Government and the DfT.

Commented [TB35]: Further case studies will be used to illustrate the success of the Combined Authority and partners in securing additional funding

Partnership working

Funding or delivery opportunities may also be available to our partners. We will continue to work with these partners to take account of the various funding sources available.

There may also be funding opportunities available through neighbouring Local Authorities. We will seek to work strategically with other Mayoral Authority and Local Authorities, where applicable, to secure and develop further funding opportunities.

Operator / private sector investment

Some improvements may also be funded by operator or private sector investment.

Further information will be available on the Implementation Plan and pipeline of schemes being developed by Alex Deans for the Transport Team – this will be socialised with TIC members and Leaders ahead of the June 2023 TIC and Board

Commented [TB36]: Pipeline of schemes to be highlighted – small scale to strategic schemes

Monitoring

Key Performance Indicators

Monitoring of the LTCP is important for us to track progress and ensure we are on track to deliver the vision. Monitoring will also help to inform future decision making by assessing the performance of schemes and the benefits they deliver.

We intend to review the LTCP on an annual basis. As part of this, we will publish monitoring reports to demonstrate progress on delivering the LTCP, progress made against the headline targets and performance against the KPIs. This process will ensure that we are delivering the level of change required. Monitoring of KPIs will consider the impacts of population growth.

We have not identified specific targets for all of the KPIs. Instead, all policies and schemes are working towards delivery of our headline targets and mode specific targets in supporting strategies. The KPIs will help to provide more detail and identify potential areas for further work. As part of the review process, we will assess the effectiveness of the KPIs and look at other ways of reviewing data.

Key Performance Indicators

See performance appendix for further information

Commented [TB37]: Information provided in appendix to TIC paper – for inclusion within the final LTCP in graphic format