


# The Cambridgeshire and Peterborough Local Transport Plan

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# The Cambridgeshire and Peterborough Local Transport Plan



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## Executive Summary

This is the first Local Transport Plan for Cambridgeshire and Peterborough. It replaces the Interim Local Transport Plan, which was published in June 2017 and was based upon the existing Local Transport Plans for Cambridgeshire (Local Transport Plan 3) and Peterborough (Local Transport Plan 4). The Plan describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. It sets out the policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the county in a sustainable way.

This Local Transport Plan has been produced in partnership with Peterborough City Council, Cambridgeshire County Council, the Greater Cambridge Partnership, and the city and District Councils of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire. Engagement has taken place throughout with several of central government's arm's length bodies such as Highways England and Network Rail, as well as neighbouring transport and highway authorities. In addition to working with public sector partners, our work has also been informed by wider stakeholder engagement, including with transport operators; industry groups; and community organisations.

The Plan is split in to three main parts:

- This **Local Transport Plan** sets out the vision, goals and objectives that define how transport will support the Cambridgeshire and Peterborough Combined Authority's (Combined Authority) Growth Ambition, and our approach to meeting these objectives. A summary of the plan is provided in this Executive Summary.
- The **Transport Delivery Plan** summarises the projects that the Combined Authority – together with our partners – aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed and updated through time, and the roles and responsibilities of the Combined Authority and its delivery partners (separate annex).
- **Our Policies** describes requirements related to transport planning and design, delivery, and operation and maintenance for the 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 (separate annex).

A draft of this document was released for public consultation which ran for fifteen weeks in the summer of 2019. Key stakeholders including Local Authorities, statutory bodies and members of the public were invited to comment on the content of the Local Transport Plan. The plan was subsequently amended to reflect the feedback received. A summary of consultation responses is provided in the accompanying **Consultation Report**.

The Plan is also complemented by the following supporting documents:

- **Evidence Base;**
- **Strategic Environmental Assessment (SEA);**
- **Habitats Regulation Assessment (HRA); and**
- **Community Impact Assessment (CIA)** - incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA).

## Policy alignment

The Local Transport Plan has been developed in tandem with a range of other documents. This ensures that it describes a coherent and complementary suite of schemes, programmes and initiatives. Taken together, these documents explain how the Combined Authority can support and deliver wider environmental, social and economic objectives. The Local Transport Plan has built on the body of work included within the Mayor's Interim Transport Strategy Statement, previous Local Transport Plans, the work of the Greater Cambridge Partnership, and Local Planning Authorities' Local Plans. The Plan and its associated interventions are strongly aligned with local, regional and national policies.

From an economic perspective, the scale of opportunity for sustainable growth and development is defined by the Cambridgeshire and Peterborough Independent Economic Review (CPIER), and the Combined Authority's response to this in the form of our Growth Ambition Statement. This restates our commitment to double GVA over 25 years and recognises the role of the Combined Authority to lead and bring together public, private and third-sector bodies in order to secure the action and investment needed to make that happen.

The spatial context for the strategy is provided by the Strategic Spatial Framework (non-statutory) and current Local Plans. Phase 1 of the Strategic Spatial Framework sets out how the Combined Authority will support the implementation of development strategies in Local Plans to 2036, so that jobs and homes ambitions are met. However, in order to meet our growth ambition, a step-change in housing delivery is required.

The Strategic Spatial Framework identifies the opportunities for longer-term strategic planning between the Combined Authority and Planning Authorities from 2036 to 2050 and these will be developed through ongoing stakeholder engagement. A second phase of work, currently underway, will provide a longer-term development strategy to 2050 that is designed to inform the next round of Local Plan updates.

Closer alignment between spatial and transport planning can allow economic growth without driving increased travel. It is essential that transport services are designed to support historic settlement patterns, particularly for residents and businesses located in rural areas. A key contribution to the Combined Authority's efforts in this area is the work of the Bus Reform Task Force.

The Task Force was launched early in 2019 and has three main workstreams: to establish an integrated framework to assess subsidy requirements, to identify and implement tangible short-term improvements to bus services, and to develop and examine the business case for a number of alternative delivery options for bus services in Cambridgeshire and Peterborough.

In addition to implementing a public transport system which offers a genuine alternative to the car, this Local Transport Plan describes a range of policies designed to reduce the environmental footprint associated with travelling to, from and around Cambridgeshire and Peterborough. They include targets to achieve net zero carbon by 2050 in line with national priorities, and to double the area of rich wildlife habitat and natural greenspaces under management by 2050. The Plan also includes adoption of biodiversity net gain principles which mandate that all new developments must leave the natural environment in a measurably better state than beforehand, and extensive measures to enhance air quality.

Alongside the Local Industrial Strategy and Spatial Framework, this Local Transport Plan completes the suite of documents which articulate the Combined Authority's response to CPIER.

The Plan provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will inform the next, immanent, round of Local Plan development. As the overarching spatial strategy for Cambridgeshire and Peterborough continues to develop, it may be necessary to refresh the Local Transport Plan accordingly. The Combined Authority will continue to work closely with its partners in spatial planning and the delivery of transport priorities to identify the most appropriate time to refresh the Local Transport Plan.



## Vision, goals and objectives

### *Vision*

The Combined Authority's Local Transport Plan vision is:

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To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all

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The vision is intended to capture the aspirations for Cambridgeshire and Peterborough's transport network, reflecting our ambition to provide:

- 'A world-class transport network' – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors.
- 'Sustainable growth' – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life, supports the transition to a net zero carbon economy and protects or enhances the environment.
- 'Opportunity for all' – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.

### *Goals*











Our goals are intended to outline (at a high level) what wider outcomes we want the transport network in Cambridgeshire and Peterborough to achieve. They are fully consistent with the guiding principles outlined in the Mayoral Interim Transport Strategy Statement and Growth Ambition Statement:

- Economy: Deliver economic growth and opportunity for all our communities.
- Society: Provide an accessible transport system to ensure everyone can thrive and be healthy.
- Environment: Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon

### *Objectives*

Each of the objectives of the Local Transport Plan underpin the delivery of the goals, and form the basis against which schemes, initiatives, and policies will be assessed. They address the challenges and opportunities inherent in accommodating 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 Local Transport Plan are described in Table i.

**Table i: Local Transport Plan objectives**

Goal	Objective	
Economy		Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
		Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity
		Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
		Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
Society		Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries
		Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
		Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
		Ensure transport initiatives improve air quality across the region to meet good practice standards
Environment		Deliver a transport network that protects and enhances our natural, historic and built environments
		Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

## **Overarching strategy**

Our region is both large and diverse: Cambridgeshire and Peterborough is home to some 850,000 residents and 42,000 business, in an area covering some 340,000 hectares. The area has a diverse geography with a wide range of communities from the cities of Peterborough and Cambridge, to large market towns and a network of rural villages and hamlets.

Developing a unified transport strategy for the whole region is therefore complex. At its core, is providing choices in the way we travel to be less reliant on the car and ensuring we put our communities – the places we live, work and visit – first in the planning and investment in our transport network. Integrated transport and spatial planning, investment in high quality public realm in our town and city centres, safe and attractive active travel infrastructure, accessible and frequent public transport and innovative new transport modes designed to enhance mobility all play an important role in helping achieve our ambition for healthy, thriving communities in Cambridgeshire and Peterborough.

### *Economy*

Our strategy will help to deliver the Combined Authority's strategic ambition to become the UK's capital of innovation and productivity, doubling the size of its economy from £22 billion Gross Value Added (GVA) to £40 billion over the next 25 years. Improving journey times, both by road and rail, and reliability is important for businesses to access their markets, collaborators and supply chains. Improving journey times will also help to increase the geographical catchment from which to draw growing workforces, helping businesses to realise their full potential for growth.

Enhancing our transport network and creating new journey opportunities that do not solely rely on the private car is key to preventing congestion from worsening, and to accommodate new and existing journeys as sustainably as possible. Large-scale investment in public transport will provide extra capacity for people to travel sustainably while delivering our regions' growth. Projects in this category include; a new rail link to Wisbech, improved highway links designed to accommodate ultra-low emission vehicles, electric vehicle charging points and other emerging technologies.

Growth must be inclusive, truly sustainable and distributed appropriately across the entirety of the area. It should create places where all members of our community contribute to, and benefit from, our area's growth and success. Currently, employment, amenities and prosperity are predominantly centred in and around the cities of Cambridge and Peterborough, but these cities also contain significant areas of deprivation, and Cambridge has the most uneven income distribution of any UK city. This Plan helps to spread success across our region, ensuring that all our residents benefit from growth wherever they live.

### *Society*

The transport network must provide access to a wide range of sites and amenities, all of which are important for effective social functioning. It must connect current housing and employment sites and provide additional capacity for the transport network to accommodate extra journeys from more households and to more jobs. This improvement must also be aligned with investment in digital connectivity, energy supplies and other utilities.

This investment will ensure that the area is globally renowned for being forward-thinking and progressive regarding mobility and movement – putting the region at the forefront of tackling one of the Government's Industrial Strategy Grand Challenges – the future of mobility.

Ultimately, our ambition is that everyone should have access to a good job, within easy reach of their home. To achieve this will require not only an increasing level of jobs, but also provision of high-quality housing and commercial spaces within and near existing communities to accommodate a growing population and workforce. The Combined Authority is supporting the region's Local Planning Authorities in targeting more than 90,000 new jobs and over 100,000 new homes by 2036, as outlined in their adopted Local Plans.

By providing real choices for how people travel this will promote social mobility, inclusive growth and improve health: a key driver for productivity. Transport will continue to play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Investment in our sustainable transport network will facilitate improved access to education and skills provision, including for those without access to a car.

Many rural areas have poor public transport connectivity, reducing the opportunities to access employment opportunities, key services, and amenities. For people without the use of a car, including young people, those on low income or for people with disabilities, these challenges are exacerbated. For future gains in productivity and economic growth to benefit all our residents, investment in sustainable modes of transport will be prioritised, as this will ensure the network is safe and accessible, integrated and well-connected for all people who move to, from, within and through the region.

### *Environment*

Our approach, including a commitment to biodiversity net gain through investment in transport and the developments it supports, will help our communities to become high quality, sustainable environments where people want to live. Reducing the need to travel, and distances travelled, through integrated land use, transport planning, investment in digital and mobile connectivity and energy supply, will be a central pillar in meeting local and national ambitions to significantly reduce greenhouse gas emissions as we move towards net zero carbon by 2050.

This Plan identifies a range of schemes and other interventions that will create sustainable travel opportunities, reduce traffic flows and improve air quality through encouraging people to walk or cycle rather than drive for shorter journeys. This includes investment in world-class new and enhanced Dutch-quality facilities for pedestrians, cyclists and other non-motorised users. For example, a network of segregated cycleways and new bridges over the Rivers Nene, Cam and Ouse, and designed to accommodate a wide range of non-motorised users including horse riders and carriage drivers.

In addition to dedicated corridors for cycling, walking and other non-motorised modes and the creation of a public transport network that offers a genuine alternative to the car, all new public transport and highway infrastructure will be designed to include parallel cycling and walking corridors with suitable access and crossing points.

### **Our priority schemes**

This Local Transport Plan is forward-focused and visionary, with strategic objectives that will need to be achieved if the vision is to succeed. These objectives underpin the delivery of the Local Transport Plan and form the basis against which schemes have been assessed. They are described below with a selection of key schemes to illustrate how they will be delivered.

Figure i shows the Combined Authority's priority transport schemes. These have been designed to align with the major development sites across the region – sites that transport investment will help unlock to recognise the economic potential of the region.



**Map of the Peterborough and Cambridge region showing proposed and committed transport routes.**

**Legend:**

- Mode**
  - Highway (Red line)
  - Public transport (Blue line)
- Status**
  - Under Construction (Thick solid line)
  - Committed (Thin solid line)
  - Proposed (Dashed line)
- Routing**
  - Indicative (Thick dashed line)
  - Confirmed/ existing (Thin solid line)
- Local Plan allocated growth areas** (Purple shaded regions)

**Key Features and Routes:**

- Highways:** A1 Baldock to Bampton Capacity Enhancements, A14 Cambridge to Huntingdon Improvement Scheme, A428 Dualling and Oxford to Cambridge Expressway, A47 Corridor Improvement Programme, A10 Ely to Cambridge Capacity Improvements.
- Public Transport:** East Coast Mainline Improvements, Fenland Station Regeneration, Chatteris, Manea, Ely Area Capacity Enhancements, Soham Station, Waterbeach Station Relocation, Cambridgeshire Rail Capacity Study Recommendations, Cambridgeshire Autonomous Metro, Cambridge South Station, Stansted, Haverhill, Ipswich, Newmarket, Ely, Huntingdon, St Ives, St Neots, Bedford, Luton, Stevenage, London, London Luton.
- Other:** King's Lynn, Wisbech, March, Peterborough, Stamford, Birmingham, Leeds, York & Newcastle, Downham Market, Ramsey, Alconbury, Huntingdon, St Neots, Bedford, Luton, Stevenage, London, London Luton.

**Scale:** 0 to 10 kms / 0 to 5 miles.

**Source:** Contains OS data © Crown copyright and database right (2019). Data from Cambridgeshire County Council and Peterborough City Council. Cartography by Seer 2019.

### *Transport and the economy*

We want to connect all new and existing communities sustainably, so residents can easily access a good job within 30 minutes, spreading the region's prosperity. The transport network across the area is already of a good quality, but there remain significant areas for improvement. As much as possible, we want to encourage transfer from the private car to public and 'active' transport modes, ultimately aiming to reduce 'car dependency'. Improving the links between those more rural market towns such as Ramsey and Chatteris and larger urban centres will be central to this.

Traffic congestion is the most frequent form of disruption to our region's transport network, posing a risk to the Combined Authority's future growth and prosperity. Within urban and surrounding areas, solutions to manage demand for road space are being explored, such as the construction of the Cambridgeshire Autonomous Metro (CAM). CAM will provide high quality, high frequency metro services, delivering a step change in connectivity across the city and helping to deliver 'agglomeration benefits': the productivity improvements delivered through industrial clustering and specialisation. Opportunities to expand the CAM network beyond Cambridge and its environs to Peterborough (via Alconbury Weald and Ramsey) will be explored, and options to provide a mass-transit solution for Peterborough will also be considered.

Rail usage continues to be on the rise across the Combined Authority area, and we will promote a range of schemes to help encourage and accommodate this trend. For example, there are a number of new railway stations being proposed for the region, including Soham station, which would reintegrate Soham town into the national rail network, and Cambridge South station, the construction of which would provide much needed additional capacity near the Cambridge Biomedical Campus. East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will transform public transport connectivity along the Oxford to Cambridge corridor, while construction of a new rail link from March to Wisbech would improve public transport connectivity to the latter. More locally, rail improvements such as Ely Area Capacity Enhancements (EACE) scheme will enable more frequent services and make journeys quicker for passengers.

Buses form a fundamental component of the transport network across Cambridgeshire and Peterborough, particularly in rural areas. The Bus Reform Task Force will explore the best operating and delivery model for our public transport network, while acknowledging the different requirements of urban and rural residents. For example, we will seek to ensure that rural areas have a public transport service that provides access to employment, education, shopping and recreation including, for example, enhanced links between St Ives and Huntingdon. In addition, we will continue to work with operators to place inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network.

Cycling also plays a key role in commuting. More than a quarter of people within Cambridge alone travel to work by bike – the highest rate in the country. Greater levels of cycling will not only help more people travel to work easily and cheaply, but help to relieve traffic congestion, and enable our region to grow sustainably. We will continue to work with our partners to improve infrastructure for cyclists, and other non-motorised users, with segregated Dutch-type infrastructure along major road corridors and a network of 'Greenways' connecting to major employment hubs. Our policies support the promotion and roll-out of new technology,

such as affordable e-bikes and cargo bikes, which will allow new groups of people to cycle and commute longer distances by bike.

Although we want to prioritise the development of public and ‘active’ transport modes, we also recognise that the private car remains a key mode for many residents across Cambridgeshire and Peterborough. We will therefore support targeted highway infrastructure and enhancement schemes such as upgrades to the A47 between Kings Lynn, Wisbech and Peterborough, to improve labour market accessibility to and from the Fens and Wisbech Garden town; King’s Dyke crossing improvements, to relieve traffic congestion and associated safety issues caused by the level crossing; and dualling of the A428, which will significantly improve commuter links along the Oxford to Cambridge corridor. Improvements to the A14, one of the most congested routes in the country, are currently underway and will bring journey time, reliability and safety benefits to residents, workers and businesses alike. New travel hubs and interchanges will act as gateways to our public transport network, giving car users the opportunity to travel sustainably for part of their journey.

Alongside the physical improvements, we are committed to enhancing the region’s ‘virtual network’. 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 allow better management of our transport networks to increase capacity, make travel times more reliable, and ultimately, make journeys safer.

Improvements to the transport network will help to support new housing and development to accommodate a growing population and workforce, and address housing affordability issues. The housing market is currently very ‘overheated’, particularly around Cambridge, where the average house price is nearly 13 times the annual salary, compared to the national average of just under 8 times. The effects of higher house prices spread through the economy, potentially slowing growth. The local plans include targets for over 100,000 new homes, by 2036, with the location of the strategic sites shown in Phase 1 of the Spatial Framework. Transport, such as a new highway links to the north of St Neots, will help to unlock future development sites and connect new residents to jobs and amenities.

Necessary partnerships and plans are currently being developed for the construction of vastly improved public transport connectivity to Alconbury. Connectivity and a new travel hub will play a central role in delivering over 8,000 jobs at the Alconbury Weald Enterprise Zone, accelerate the development of 6,000 new homes and sustainably connect new residents to jobs and amenities. Improvements on the Ely-Cambridge transport corridor will unlock key opportunities such as a new town north of Waterbeach and development on the Cambridge Science Park.

### *Transport and society*

Everybody should be able to access our transport network, feel safe, and be healthier when they do so. We want to promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. To achieve this, the network must be examined at every scale, from curb-heights to area-wide highway network planning, ensuring that nobody is excluded from using the transport network due to personal circumstances; income, age, disability or any other factors.



This ‘human-centred’ thinking is a central component of our approach across projects and schemes. We also want to embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries on the transport network. Almost all transport related deaths occur on the road, and so improvements to highway safety, in partnership with the Cambridgeshire and Peterborough Road Safety Partnership and our highway authority partners, will be our focus when aiming to reduce fatalities and injuries on the transport network.

Finally, we recognise that the transport network does not always function flawlessly and is subject to internal and external stresses that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption, improving journey time reliability.

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 look to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable. By ensuring that the transport network is protected against human and environmental disruptions, journey time reliability will be improved for residents, allowing better journeys across the Combined Authority.

#### *Transport and the environment*

Whilst encouraging appropriate development, we also want to deliver a transport network that protects and enhances our natural, historic and built environments. We are fortunate to have exceptionally high-quality environments within Cambridgeshire and Peterborough, which have positive impacts on the quality of life for our residents. Nonetheless, there are biodiversity challenges and not everyone has easy access to good quality open space. We will therefore 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.

We will aim to ensure transport initiatives improve air quality across the region, exceeding good practice standards. The Combined Authority has 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.

Reductions in vehicle mileage and shifting journeys to sustainable modes such as walking, cycling and public transport are very important, but need to be achieved alongside ‘greening’ of public transport vehicle fleets and improvements to transport infrastructure to enable easy uptake of low emission transport modes. Our proposals to improve air quality in Cambridgeshire and Peterborough 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). They have been informed by discussions with Peterborough City Council Air Quality Task and Finish Group and Cambridge City Council’s Air Quality Team.

The key areas identified for action, and to be supported through the Local Transport Plan, include:

- reducing emissions from taxis, buses, coaches, and HCVs;

- 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.

We will minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale and by committing to a target of net zero carbon by 2050, want to ensure that Cambridgeshire and Peterborough are at the forefront of driving reductions in emissions from transport.

To help deliver these changes we must also provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles. ‘Active’ transport modes such as walking and cycling have a very positive impact upon local air quality, greenhouse gas emissions, and public health. Walking and cycling are already popular transport modes within certain areas of the Combined Authority, such as Cambridge, but we must ensure that they become more widespread across the region. To help promote walking and cycling, we will develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to provide evidence for prioritised investment in infrastructure for walking, cycling and other non-motorised users. We will develop high quality cycle provision, through schemes such as the Greater Cambridge Partnership’s Greenways. This will involve building upon the current network and providing additional links to join up key destinations that are already partially served (for example the Chisholm Trail in Cambridge).

The use of active travel as part of multi-modal trips will be encouraged wherever possible. For example, we will investigate the possibility of a cycle hub in Peterborough city centre and improve cycle links to other key destinations around the city. Broadly we must consider ‘place’ and ‘movement’ function when designing new infrastructure to ensure that we can provide good transport connectivity whilst retaining and developing ‘healthy streets’.

Cambridgeshire and Peterborough depends upon national and international connectivity to drive its economic prosperity. We must therefore ensure that all our region’s businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports. For example, the Combined Authority is currently working in partnership with Highways England to assess the viability of dualling the A47, which would significantly improve east-west freight movement in the north of the Combined Authority area. In addition, 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. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.

### **Implementing the strategy**

The accompanying Delivery Plan outlines how this Local Transport Plan will be delivered and is aligned entirely with the Combined Authorities Assurance Framework and Monitoring and Evaluation Framework. It summarises:

- the roles and responsibilities for delivering transport infrastructure and services;
- explains the governance arrangements to ensure that delivery of the Local Transport Plan is coordinated and controlled;
- outlines a high-level schedule for delivery of transport investment;
- indicates the sources of funding available to pay for the investment programme; and

- explains how the success of the Local Transport Plan will be monitored and, in time, evaluated.

It describes the important checks and balances that are in place to ensure that we are making the best possible use of public and private funds and, aligned to this, the parallel steps we are taking to remove unnecessary red-tape so that the benefits of improvements to our transport networks are secured sooner and at lower cost.

# 1 The Cambridgeshire and Peterborough Local Transport Plan

## Introduction

- 1.1 This document sets out the first Local Transport Plan for Cambridgeshire and Peterborough. It replaces the *Interim Local Transport Plan* published in June 2017 and which was *de facto* based upon the existing local transport plans for Cambridgeshire (LTP3) and Peterborough (LTP4)<sup>1</sup>.
- 1.2 The strategy has been developed by the Combined Authority in consultation with Cambridgeshire County Council, the six District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, Peterborough and South Cambridgeshire), the Greater Cambridge Partnership, Highways England and Network Rail. In preparing the strategy we have also sought the comments, advice and guidance of a wide range of consultees in the public, private and third sector including regional transport bodies, industry representative groups and community organisations.
- 1.3 In response to the *Cambridgeshire and Peterborough Independent Economic Review* (CPIER)<sup>2</sup>, the Combined Authority has set out a *Growth Ambition Statement*<sup>3</sup>. This statement repeats our Devolution Deal target to double economic output to £40bn over 25 years. In doing so, the Growth Ambition Statement acknowledges the CPIER perspective that “this [level of growth] is particularly ambitious” and embraces the challenge that “current efforts are not enough to secure that growth.” At the same time, we recognise that growth cannot come at any cost. Therefore, this Local Transport Plan sets out a trajectory for us to achieve net zero carbon by 2050 and to deliver net improvements to biodiversity.
- 1.4 In parallel to the Local Transport Plan, the Combined Authority is developing a Strategic Spatial Framework for Cambridgeshire and Peterborough. Phase 1 was approved in March 2018 and sets out how the Combined Authority will support the implementation of development strategies in Local Plans to 2036, including proposals on how existing housing allocations could be accelerated. A second phase of work, currently underway, will provide a longer-term development strategy to 2050 that is designed to inform the next round of Local Plan updates.
- 1.5 Nonetheless, Cambridgeshire and Peterborough are likely to change significantly over the lifetime of the Plan, in ways that we cannot currently predict. As a consequence, the transport strategy needs to be sufficiently flexible to influence and support transport initiatives as they are brought forward. It will do so by:

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<sup>1</sup> Source: [Cambridgeshire & Peterborough Combined Authority website transport section](#) (Cambridgeshire & Peterborough Combined Authority, 2019)

<sup>2</sup> Source: [Cambridgeshire and Peterborough Independent Economic Review](#) (Cambridgeshire & Peterborough Combined Authority, 2018)

<sup>3</sup> Source: [Growth Ambition Statement](#) (Cambridgeshire & Peterborough Combined Authority, 2019)

- In conjunction with the Combined Authority’s 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
- Presenting a Delivery Plan which set out the Combined Authority’s spending programme, based on the resources available. These Delivery Plans will be reviewed annually through the Medium-Term Financial Planning process<sup>4</sup>.

1.6 This plan has been developed in line with current Local Transport Plan guidance and best practice. It is based upon an extensive evidence base, a summary of which is provided in a separate annex. It has also been subject to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.

1.7 The remainder of this document is structured as follows:

- Chapter 1 explains the role and purpose of a Local Transport Plan, sets out our vision, goals and objectives for transport in Cambridgeshire and Peterborough, summarises the evidence base that has informed our assessment of the challenges and opportunities facing our communities, and summarises how we deliver the schemes, policies and initiatives described in the plan.
- Chapter 2 introduces our overarching strategy for the area. It explains how our transport network will be enhanced to support the goals and objectives set out in Chapter 1, and describes the principles that have been used to guide its development;
- Chapter 3 contains location-specific details of our strategy, including information regarding the key transport planning approaches and schemes and initiatives that will be required.
- Chapter 4 presents a summary of the policies that have been identified to support delivery of the Local Transport Plan, grouped by theme (e.g. enabling development, expanding labour markets etc.) and objective.

1.8 This main Local Transport Plan document is supplemented by a suite of accompanying documents.

- The **Transport Delivery Plan** summarises the projects that the Combined Authority – together with our partners – aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed and updated through time, and the roles and responsibilities of the Combined Authority and its delivery partners.
- **Our Policies** describes requirements related to transport planning and design, delivery, and operation and maintenance for the 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 **Consultation Report** provides a summary of the public consultation process and other stakeholder engagement activities, identifies key themes in the responses provided and describes how we have modified the Local Transport Plan in response to the feedback received.

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<sup>4</sup> Source: [2019/20 Budget and Medium-Term Financial Plan 2019 to 2023](#) (Cambridgeshire & Peterborough Combined Authority, 2019)

- The **Evidence Base** examines the current and future socio-economic, environmental, and transport conditions in the region, aiming to identify the key challenges the Local Transport Plan should seek to tackle and the opportunities that transport can help realise.
- Three statutory **Impact Assessments** including the Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA)).

## Progress to-date

- 1.9 As noted previously, this strategy should be considered as a successor document to the existing Local Transport Plans for Cambridgeshire and Peterborough, albeit with a greater focus on achieving the Combined Authority's ambitions for substantial and sustainable area-wide growth. It builds upon the considerable success of Cambridgeshire County Council and Peterborough City Council in delivering the improvements set out in their respective Local Transport Plans, the Greater Cambridge Partnership in implementing its transport priorities and the Combined Authority in funding, financing and delivering major transport schemes. This section briefly highlights some recent achievements from across our area.

### Urban Realm

- 1.10 A series of improvements to the 'urban realm' of the villages, market towns and cities have recently been implemented. The completion of the St Neots Masterplan, for example, which includes a range of projects such as the new foot and cycle bridge in St Neots town centre mentioned above, has established St Neots as the first 'Smart Town' in the country.
- 1.11 In Peterborough, the City Council has recently delivered a package of significant infrastructure developments in Bourges Boulevard. These are designed to relieve congestion, significantly reduce delay at critical locations (in particular to improve access to the railway station car park) and promote development as part of regenerating the city centre. The Greater Cambridge Partnership and Cambridge City Council are currently working on *Spaces and Movement* Supplementary Planning Document and have published a Clean Air Zone Feasibility Study.

### Sustainable Transport

- 1.12 Use of sustainable and 'active' transport modes is significantly higher in parts of our area than the national average, the result of proactive efforts to improve the attractiveness of these modes. Peterborough City Council for example, has used funding from the DfT to deliver Bikeability training, which aims to give children confidence on their bikes, so they are more likely to take up cycling as adults. Since 2016 training has been provided to almost 6,000 pupils. Peterborough City Council has also developed partnership arrangements with a number of organisations, including Sustrans, to provide a range of initiatives to promote active and sustainable travel. In 2017 the Sustrans 'Bike-It' scheme reached its 70,000th engagement with pupils, teachers and families in Peterborough.<sup>5</sup>
- 1.13 In Cambridge, the Greater Cambridge Partnership has delivered a number of cycle route improvements, including improvements to the A10 cycleway to Melbourne and the implementation of four cross-city cycling schemes to improve key routes within the city. Work

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<sup>5</sup> 'Bike-It is a behaviour change programme for schools developed by Sustrans, which works by delivering training involving students, staff, parents and the wider school community. The programme aims to normalise riding a bike and to increase the number of pupils regularly cycling to school.

has started on the 'Chisholm Trail', which will provide a new route linking Cambridge North and Cambridge stations, generating connectivity across the city. Funding has been secured and design contracts awarded for a new foot and cycle bridge in St Neots, funded partially by the Combined Authority. When constructed, the bridge will offer a safer, traffic-free crossing of the Great Ouse for non-motorised users.

- 1.14 Cambridgeshire County Council recently secured £10.1 million from Department for Transport's (DfT) Cycle City Ambition Fund, the aim of which was to provide separate cycle lanes on the main roads in Cambridge and to create good quality cycle links to employment areas in Cambridge and South Cambridgeshire. This funding was used to construct a new segregated on-carriageway cycle lane on Huntingdon Road, Cambridge, improving safety and making cycling a more attractive travel option.

### **Public Transport**

- 1.15 Vital steps have been taken to maintain and improve our public transport network. For example, the Combined Authority has committed £9 million of investment into March, Manea and Whittlesea railway stations to aid their regeneration, and is currently working with the Greater Cambridge Partnership to develop a strategic outline business case for CAM. The CAM project is highly ambitious and aims to deliver a mass transit solution to the urban area of Cambridge, which suffers from serious congestion and connectivity issues and which will need a significant improvement in connectivity if our growth ambition is to be delivered.
- 1.16 The Combined Authority has saved several critical bus services from closure and has completed a strategic review of bus services in Cambridgeshire and Peterborough<sup>6</sup>. This review recommended that the Combined Authority should engage with operators to investigate short term improvements, while exploring alternative long-term delivery models. In order to provide an integrated response to the recommendations from the report, the Combined Authority Board approved the establishment of the Bus Reform Task Force, which commenced work in early 2019. Its role is to:
- establish an integrated framework to assess subsidy requirements;
  - identify and implement tangible short-term improvements to bus services; and
  - develop and examine the business case for alternative delivery options for bus services in Cambridgeshire and Peterborough.
- 1.17 In the meantime, the Greater Cambridge Partnership is running the 'City Access Project', which aims to reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels. To this end, the Greater Cambridge Partnership has undertaken wide-reaching public engagement on improvements to the public transport network; options for reducing congestion; and improving air quality, including running the UK's first Citizens' Assembly on transport, which met in September and October 2019 to consider these issues.
- 1.18 In support of this work, the Greater Cambridge Partnership is working with Cambridgeshire City Council on a Spaces and Movement Supplementary Planning Document<sup>7</sup> and has

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<sup>6</sup> Source: [Cambridgeshire and Peterborough Strategic Bus Review: Options Report](#) (Systra, 2019)

<sup>7</sup> A Supplementary Planning Document adds further detail to the policies set out in the Local Plan and helps to guide future development. The 'Spaces and Movement Supplementary Planning Document' aims to help guide improvements to the city centre, identifying opportunities to improve public spaces and the way people move around the city.



commissioned and published a Clean Air Zone Feasibility Study, the outputs of which will be used to inform the Cambridge City Access Package. In addition, an 'Intelligent City Platform' has been developed by 'Smart Cambridge', which makes use of real-time travel data to provide clear information for travellers across the city through an app-based interface, helping to provide information to travellers and local authorities about the functioning of the transport network.

- 1.19 Looking ahead to the future of Public Transport, the Greater Cambridge Partnership recently agreed to fund both an electric bus and hybrid bus in Cambridge to understand and examine their operation on the local network. Smart Cambridge is supporting a project trialling the use of autonomous shuttles as part of its public transport offering. This will see the design and build of six autonomous shuttles which will be tested on the Guided Busway in Cambridge outside current operating hours.

### **Highways**

- 1.20 Finally, to help alleviate bottlenecks which cause congestion and serious disruption to the journeys of many residents on a daily basis, a significant number of infrastructure improvements have been implemented on our road network. For example, the existing level crossing on the Peterborough Road, near the Kings Dyke Nature reserve, has long been the cause of serious delays between Peterborough and Whittlesey. The Combined Authority are providing £30 million to improve the infrastructure of this crossing.
- 1.21 Cambridgeshire County Council and the Combined Authority have already provided funding for the Ely Southern Bypass, a new road connecting the A142 at Angel Drove to Stuntney Causeway, including bridges over the railway line and the River Great Ouse and its floodplains. The bypass opened to traffic on Wednesday 31<sup>st</sup> October 2018 and has eased congestion in and around Ely by providing a new link between Stuntney Causeway and Angel Drove to the south of the city.
- 1.22 Peterborough City Council and Cambridgeshire County Council have also been collaborating to repair drought-damaged roads, work which has been nominated for two awards due to the effectiveness of the collaboration, and the innovative way that the work is being completed.

## **The Local Transport Plan**

### **What is a Local Transport Plan?**

- 1.23 The Cambridgeshire and Peterborough Devolution Deal, agreed with Central Government in 2017, gave the Mayor and Combined Authority responsibility for certain transport functions. Among other responsibilities, the Combined Authority took over the role of Local Transport Authority from Cambridgeshire County Council and Peterborough City Council.<sup>8</sup> One of the key responsibilities of the Local Transport Authority is the development of a new Local Transport Plan. Cambridgeshire County Council and Peterborough City Council retain their roles as Highway Authorities and must continue to make sure that local roads are in a good state of repair, as required by law.

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<sup>8</sup> Source: [Cambridgeshire and Peterborough Devolution Deal](#) (HM Government and Cambridgeshire & Peterborough Combined Authority, 2017)



- 1.24 This Local Transport Plan is intended to set out the Combined Authority's plans and strategies for maintaining and improving all aspects of the local transport system. This is the first Local Transport Plan to be produced by the Combined Authority and sets out:<sup>9</sup>
- the vision and objectives for transport in the area alongside a programme for achieving them;
  - the current and future transport needs of people and freight, across transport modes; and
  - policies and delivery plans relating to transport, explaining how they contribute to the delivery of local strategic priorities.
- 1.25 A Local Transport Plan should also consider the maintenance, operation and best use of existing transport assets, while at the same time giving due regard to environmental issues and opportunities.
- 1.26 The Plan is split in to three main parts:
- This **Local Transport Plan** sets out the vision, goals and objectives that define how transport will support the Combined Authority's Growth Ambition, and our approach to meeting these objectives. A summary of the plan is provided in this Executive Summary.
  - The **Transport Delivery Plan** summarises the projects that the Combined Authority – together with our partners – aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed and updated through time, and the roles and responsibilities of the Combined Authority and its delivery partners.
  - **Our Policies** describes requirements related to transport planning and design, delivery, and operation and maintenance for the 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.
- 1.27 The Local Transport Plan is intended to complement, but not replace, the development of local transport policies and schemes. It provides the overarching context that local scheme promoters should consider when prioritising investment in transport.
- 1.28 The Combined Authority has identified priority schemes which support delivery of the vision and objectives for transport described later in this chapter. These schemes will need to be supported by initiatives identified, developed and prioritised by local promoters and decision-makers. By doing so our cities, towns and villages will be able to maximise the opportunities and benefits presented by the area-wide schemes highlighted in this document, while accommodating local views, opportunities and constraints.
- 1.29 The Transport Delivery Plan and Combined Authority Assurance Framework describe the process through which new policies and schemes can be accommodated within the Combined Authority's transport investment programme.

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<sup>9</sup> The Plan is produced in accordance with the Combined Authority's duty, as set out in the Local Transport Act 2008. This Act also removed the requirement to prepare a new Local Transport Plan every five years and replaced it with a requirement to keep the Local Transport Plan under review and replace it as the authority sees fit.

### **Why is a Local Transport Plan needed?**

- 1.30 This Local Transport Plan sets the policy framework for the development, assessment, design and implementation of transport interventions across Cambridgeshire and Peterborough. It provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will also inform the next round of Local Plan development being embarked upon imminently.
- 1.31 The plan has been developed within the context of supporting one of the county's most vital economies to thrive and grow. As stated by the Cambridgeshire & Peterborough Independent Economic Review:

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**"The area contains some of the most important companies and institutions in the country, much of its very highest quality agricultural land, and the cities and towns that continue to support both."**

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- 1.32 It will, therefore, help us to establish a fully integrated, multi-modal transport system in Cambridgeshire and Peterborough. It is a critical tool in developing a transport system that supports the Combined Authority's goals of economic growth and opportunity, equity and environmental responsiveness. It will inform our work with communities and other organisations, ensuring that we respond to local needs and deliver investments with good value for money and which support our journey towards net zero carbon.
- 1.33 Moreover, the Local Transport Plan will explain how we will work with a variety of partners to deliver investment and services that maximise the growth potential of the area, promoting the wellbeing of our residents, businesses and visitors. Some of these partners will include; the Business Board and employers in the area, the Greater Cambridge Partnership, neighbouring councils, and central Government. As noted in our Growth Ambition Statement, partnership will be essential to delivery.

### **How does the Local Transport Plan relate to other strategic documents?**

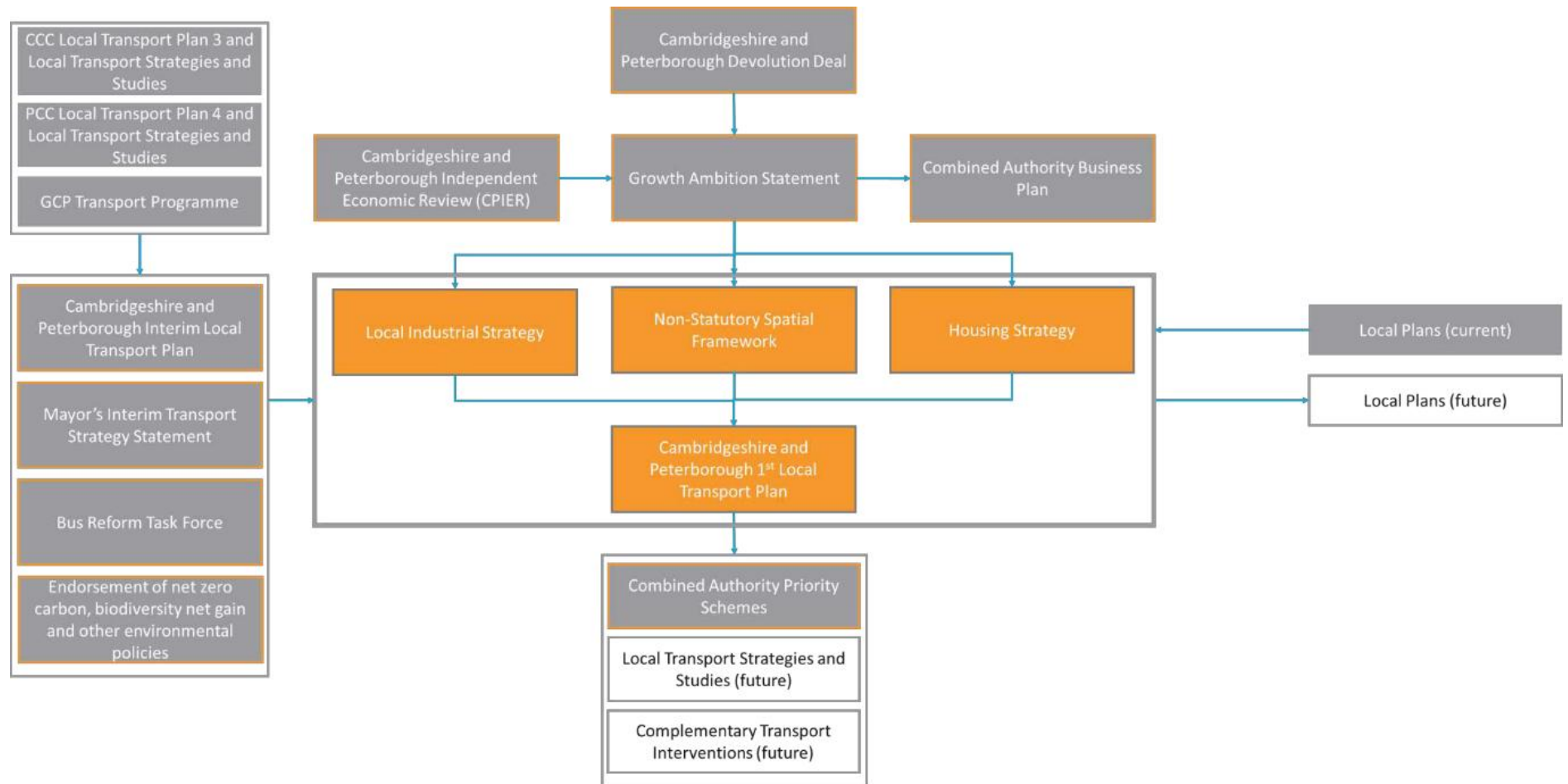
- 1.34 The Local Transport Plan has been developed in tandem with a range of other documents to ensure it describes a coherent and complementary suite of schemes, programmes and initiatives that support wider environmental, social and economic objectives. It has built on the body of work included within the Mayor's Interim Transport Strategy Statement, previous Local Transport Plans, the work of the Greater Cambridge Partnership, and Local Planning Authorities' Local Plans.
- 1.35 The Plan has been assessed to ensure alignment with relevant local, regional and national policies, and all interventions will be required to align similarly as they are developed. Figure 1.1 illustrates the relationships between the Local Transport Plan and local and regional policy and strategy documents.
- 1.36 From an economic perspective, the scale of opportunity for sustainable growth and development is defined by the Cambridgeshire and Peterborough Independent Economic Review (CPIER), and the Combined Authority's response to this in the form of our Growth Ambition Statement. This restates our commitment to double GVA over 25 years and recognises the role of the Combined Authority to lead and bring together public, private and third-sector bodies in order to secure the action and investment needed to make that happen.

- 1.37 The spatial context for the strategy is provided by the Strategic Spatial Framework (non-statutory) and current Local Plans<sup>10</sup>. Phase 1 of the Strategic Spatial Framework sets out how the Combined Authority will support the implementation of development strategies in Local Plans to 2036, so that jobs and homes ambitions are met. In order to meet our growth ambition, however, a step-change in housing delivery is required.
- 1.38 To meet this challenge, the Strategic Spatial Framework identifies the opportunities for longer-term strategic planning between the Combined Authority and Planning Authorities from 2036 to 2050, including through ongoing stakeholder engagement. A second phase of work, currently underway, will provide a longer-term development strategy to 2050 that is designed to inform the next round of Local Plan updates.
- 1.39 Finally, in order to secure sustainable economic growth this Local Transport Plan describes a range of policies designed to reduce the environmental footprint associated with travelling to, from and around Cambridgeshire and Peterborough. They include targets to achieve net zero carbon by 2050 in line with national priorities, and to double the area of rich wildlife habitat and natural greenspaces under management by 2050. The Plan also includes adoption of biodiversity net gain principles which mandate that all new developments must leave the natural environment in a measurably better state than beforehand, and extensive measures to enhance air quality.

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<sup>10</sup> Source: [Cambridgeshire and Peterborough Strategic Spatial Framework \(Non-Statutory\): Towards a Sustainable Growth Strategy to 2050](#) (Cambridgeshire & Peterborough Combined Authority, 2018)

Figure 1.1: The Local Transport Plan and other strategic documents



1.40 Relevant documents include:

- **Interim Local Transport Plan:** The interim Local Transport Plan has been reassessed to better understand the which objectives and schemes from it are still relevant. The new Local Transport Plan addresses the shortfalls in the existing Local Transport Plan, to ensure full alignment with the Combined Authority's bold and ambitious transport aspirations.
- **Mayoral Interim Transport Strategy Statement:** We have incorporated the ambitious vision set out by the Mayor into the Local Transport Plan, ensuring that the key features and strategic framework that emerge from the Local Transport Plan work towards achieving this vision.
- **Cambridgeshire and Peterborough Independent Economic Review (CPIER):** We have incorporated the findings from the CPIER into our own evidence base, which outlines how the Cambridgeshire and Peterborough economy interacts with transport, and identified the mechanisms through which transport can strengthen the economic potential of the area.
- **Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory):** The Strategic Spatial Framework sets out how the Combined Authority will support the delivery of Local Plan development strategies (to 2036), define our ambitions and opportunities to growth for 2050, and set out joint working arrangements. We have incorporated the planned development numbers and locations provided in the report into our analysis of the future challenges and opportunities faced by the transport network. In particular, to consider what is needed to ensure that transport can support the planned growth of the area.
- **Local Plans:** Local Plans set out the strategic priorities for development of an area and cover housing, commercial, public and private development, including transport infrastructure, along with protection for the local environment. We have reviewed existing Local Plans, and engaged with officers currently developing their Local Plans, to ensure alignment with the policies and strategies contained within the Local Transport Plan.
- **The Transport Investment Plan (Cambridgeshire):** The Transport Investment Plan (TIP) sets out the transport infrastructure, services and initiatives that are required to support growth in Cambridgeshire. Many of the schemes included in the TIP have also been identified by the Combined Authority for potential delivery to support growth. These range from strategic schemes identified through transport strategies; those required to facilitate the delivery of Local Plan development sites and for which Section 106 contributions will be sought; through to detailed local interventions. The Transport Investment Plan has informed our assessment of schemes for inclusion within the Local Transport Plan.
- **The Infrastructure Delivery Schedule (Peterborough):** The Peterborough Infrastructure Delivery Schedule (IDS) identifies infrastructure requirements to support the growth of Peterborough. This includes meeting the needs of current planned growth, as set out in the Peterborough Core Strategy and Site Allocations Development Plan Documents over the current plan period to 2026. It is intended to inform Council spending decisions and to the preparation of the Local Plan and other plans / strategies. The Infrastructure Delivery Schedule has informed our assessment of schemes for inclusion within the Local Transport Plan.

- 1.41 Alongside the Local Industrial Strategy and Spatial Framework, this Local Transport Plan completes the suite of documents which articulate the Combined Authority's response to CPIER.
- 1.42 The Plan provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will inform the next round of Local Plan development being embarked upon imminently, and as the overarching spatial strategy for Cambridgeshire and Peterborough continues to develop, so it may be necessary to refresh the Local Transport Plan accordingly. The Combined Authority will work closely with its partners in spatial planning and the delivery of transport priorities to identify the most appropriate time to refresh the Local Transport Plan over the coming years.

## Transport Vision 2050

### Our Ambition

- 1.43 The Combined Authority's overarching ambition and objectives are contained within our Devolution Deal - for the Combined Authority and its partners, over the next 30 years, 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.
- 1.44 Better integration of transport and development planning has the potential to reduce the number of trips and the distance travelled by individuals. It can bring households and employers closer together, deliver productivity benefits from clustering and specialisation and, by making it easier to do business encourage investment and job creation in Cambridgeshire and Peterborough.
- 1.45 By using the Strategic Spatial Framework to strike a balance between the different possible patterns for future settlements, the Combined Authority will encourage development in those places where good transport can be provided, including along existing transport corridors and new garden villages. This integrated planning approach will therefore guide the investment in transport infrastructure that is needed to meet the area's growth ambitions, enable improved connectivity and act as a key enabler for sustainable growth.
- Ultimately, we want everyone to have access to a good job within easy reach of home. The integrated planning approach described above should help to achieve this. By providing real choices for how people travel, we will promote social mobility, inclusive growth and improve health. Transport will play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Moreover, our commitment to biodiversity net gain and target to deliver net zero carbon will help our communities to become high quality, sustainable environments where people want to live

### The Local Transport Plan for Cambridgeshire and Peterborough

- 1.46 Transport has a key role to play in bringing about the Combined Authority's vision for Cambridgeshire by contributing towards the delivery of its priorities, set out below. These priorities have been developed with available budgets in mind and reflect what communities want and need from the Combined Authority.
- 1.47 The Combined Authority's identified key transport priorities reflect a commitment to improve strategic connectivity to reduce commuting times and to support future development. We are committed to rigorous prioritisation based on business cases which assess the impact of the projects on future growth. Bringing transport and spatial planning together around projects like the CAM creates opportunities to fund future investment through Land Value Capture.

- 1.48 The vision, goals and objectives have been developed from – and are consistent with – the Mayoral Interim Transport Strategy Statement (MITSS), Growth Ambition Statement for Cambridgeshire and Peterborough, Strategic Economic Plans, and previous Local Transport Plans.
- 1.49 They have been developed under a simple hierarchy:
- the **Vision Statement** is short, simple and intends to capture the broad aspirations for Cambridgeshire and Peterborough’s transport network;
  - the **Goals** develop the vision further, outlining the wider outcomes that investment in the regions’ transport network is expected to help deliver; and
  - the **Objectives** form the foundations of the Local Transport Plan, against which schemes will be assessed. Objectives are aligned to policies, projects, first-order outputs (e.g. better public transport) and second-order outcomes (e.g. better quality-of-life).

#### **Vision for the Local Transport Plan**

- 1.50 The Combined Authority’s vision is to:

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Deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all

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- 1.51 The vision is intended to capture the aspirations for Cambridgeshire and Peterborough’s transport network, reflecting our ambition to provide:
- ‘A world-class transport network’ – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors.
  - ‘Sustainable growth’ – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life, supports the transition to a net zero carbon economy and protects or enhances the environment.
  - ‘Opportunity for all’ – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.

#### **Goals for the Local Transport Plan**

- 1.52 This vision guides the overall direction of this strategy, and from it we have developed the key goals around which the Local Transport Plan focuses. Our three goals are intended to outline (at a high level) what wider outcomes we want the transport network in Cambridgeshire and Peterborough to achieve. They bring greater context to the vision and identify the transport network as an ‘enabler’ of wider outcomes. They are:
- **Economy:** Deliver economic growth and opportunity for all our communities.
  - **Society:** Provide an accessible transport system to ensure everyone can thrive and be healthy.
  - **Environment:** Protect and enhance our environment and implement measures to achieve net zero carbon.
- 1.53 The goals are fully consistent with the guiding principles outlined in the Mayoral Interim Transport Strategy Statement and Growth Ambition Statement, and there is ‘read across’ with similar transport priorities / objectives of Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership.













- 1.54 Firstly, this transport strategy must facilitate economic growth, delivering opportunity and prosperity for all communities by providing good connectivity for commuters and businesses. There is a quantifiable economic cost to every minute spent travelling rather than working, and minimising these ‘wasted minutes’ will have a tangible economic return. Connecting businesses to markets and residents to good, high quality jobs, will expand opportunities for individuals across the region, and allow businesses to operate more efficiently. Better connectivity between businesses should also provide ‘agglomeration benefits’, by effectively bringing organisations closer together and making it easier to do business. In turn, this will attract inward and international investment to Cambridgeshire and Peterborough. Expansion of the transport network will open areas for future housing growth, allowing the labour market to expand and reduce living costs that threaten to stifle economic growth.
- 1.55 Secondly, this transport strategy must encourage social inclusion and equity of access to the transport network. Making sure that everyone can access key services and amenities that will allow communities to thrive and be healthy. This will include the provision of affordable transport networks that spread across the Combined Authority area and making sure that these are safe for all users. For example, we want to ensure that individuals are not ‘car dependent’ anywhere within the Combined Authority and we have a ‘Vision Zero’ objective; no deaths or serious injuries on the transport network. Connecting people to jobs and amenities, and businesses to the local supply chain helps to encourage social mobility and ensures that the benefits of future prosperity are spread to residents, businesses and visitors across Cambridgeshire and Peterborough.
- 1.56 Thirdly, this transport strategy must ensure that the environment is enhanced by future transport schemes, and that individuals are encouraged to take active and sustainable travel choices or, where possible, to travel less. Cambridgeshire and Peterborough currently have a high quality of natural environment which, through adhering to the principles of biodiversity net gain, must be enhanced by the future transport network. We want to ensure that air quality across the Combined Authority area, but particularly within Air Quality Management Areas, sees a marked improvement over the next ten years. We want to go further, not simply meeting the national standard for air quality, but exceeding it. And we want to reduce carbon emissions to net zero by 2050. ‘Active modes’ such as walking and cycling, and significant increases in the numbers of people using sustainable transport modes, will be particularly important for guiding this change, and have the added benefit of improving public health for residents.
- 1.57 These goals are clearly overlapping. For example, ensuring equitable access to the transport system will help to expand the potential labour market for employers, and improving the safety of the road network should help to allow people to make more sustainable travel choices. We believe that by concurrently pursuing these three goals the transport network will effectively serve all users and be sustainable for the long term. All three of these goals have, and will be, considered when analysing the merits of future transport schemes.

#### **Objectives for the Local Transport Plan**

- 1.58 Each of the ten objectives refers to one of the Local Transport Plan goals. These form the basis against which schemes, initiatives, and policies will be assessed. Objectives have been developed to reflect the Combined Authority’s 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 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 Local Transport Plan are described in Table 1.1.

**Table 1.1: Local transport plan objectives**

Goal	Objective	
Economy		Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
		Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity
		Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
		Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
Society		Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries
		Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
		Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
		Ensure transport initiatives improve air quality across the region to meet good practice standards
Environment		Deliver a transport network that protects and enhances our natural, historic and built environments
		Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

## Evidence base

### Introduction

- 1.59 This Local Transport Plan is based on a thorough analysis of a range of supporting evidence. This evidence base examines the current transport conditions and socio-economic characteristics of the area, and an assessment of the likely future opportunities and constraints that we will need to plan for.
- 1.60 The vision and guiding principles set out in the Mayor's Interim Transport Strategy Statement have been translated into the ten objectives that were presented in the previous section. These objectives divide the Mayoral vision into specific areas against which we can prioritise schemes and interventions and measure their success upon delivery.
- 1.61 The following section presents a brief overview of the evidence which has been used to inform these objectives. Not all this evidence is primary evidence, as we drew extensively on information provided in the CPIER and Cambridge Futures work. A full version of the Evidence Base Report is provided as an annex to this document.

### Summary of evidence

#### *The economy and housing*

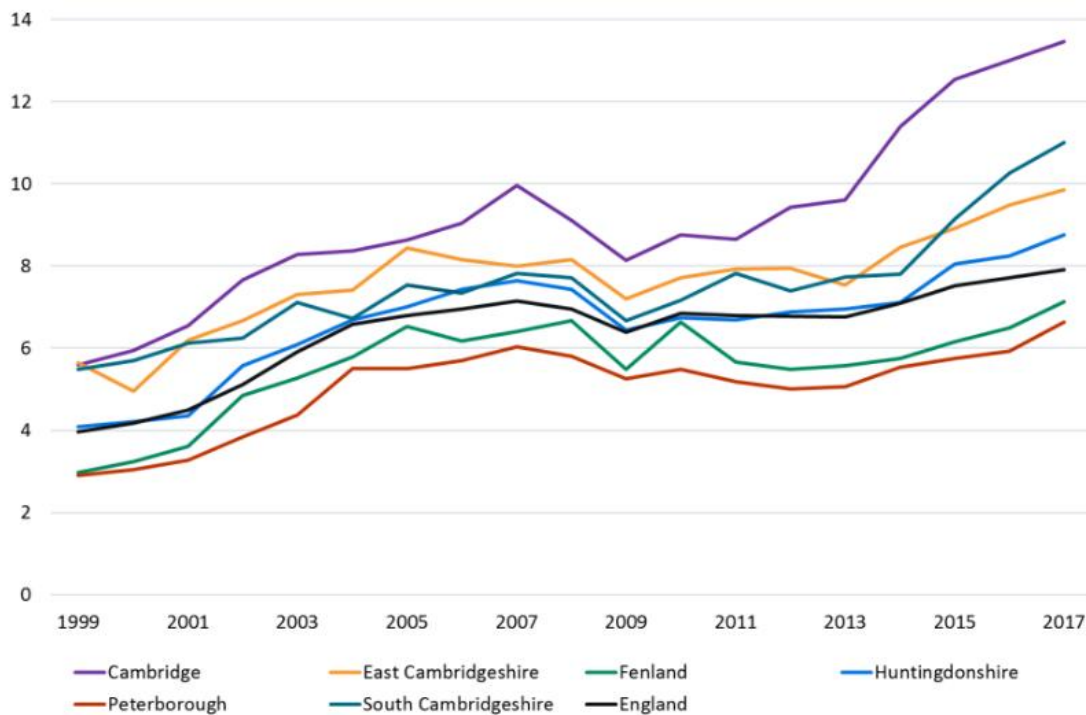
- 1.62 The transport network sits on top of a diverse socio-economic geography. The area is one of the most productive and fastest-growing in the country. Between 2001 and 2016 growth in economic output per head was 47% above the UK average in Cambridge, 7% above average in South Cambridgeshire and 3% above average in Peterborough.<sup>11</sup> Economic activity is concentrated in key 'clusters' of 'Knowledge-Intensive'<sup>12</sup> businesses, particularly around Cambridge and Peterborough. The dense concentration of these businesses allows them to take advantage of 'agglomeration benefits' but means that the prosperity they generate is, in turn, concentrated into small geographical areas, leading to high levels of inequality.
- 1.63 There is a significant risk that without careful integrated planning and appropriate development, future economic growth might 'overheat' the economy causing it to 'burn-out' – a scenario widely discussed in CPIER. The most obvious manifestation of this is the rise in house prices over the past two decades, driven by population growth outstripping the provision of new homes. This rise is illustrated by Figure 1.2.
- 1.64 Transport connectivity has a role to play in both enabling and connecting new development, as well as connecting more affordable areas to live with centres of employment and locations for key services and amenities.

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<sup>11</sup> Source: [Regional economic activity by gross value added](#) (Office for National Statistics, 2017)

<sup>12</sup> For the purposes of this document, 'knowledge intensive' jobs are considered to be those which rely heavily on professional knowledge, and include a broad range of intangible assets, like research, data, software and design skills, which capture or express human ingenuity. The creation and application of knowledge is especially critical to the ability of firms and organisations to develop in a competitive global economy and to create high-wage employment (Source: [OECD](#), 2013)

Figure 1.2: Ratio of median house price to median salary



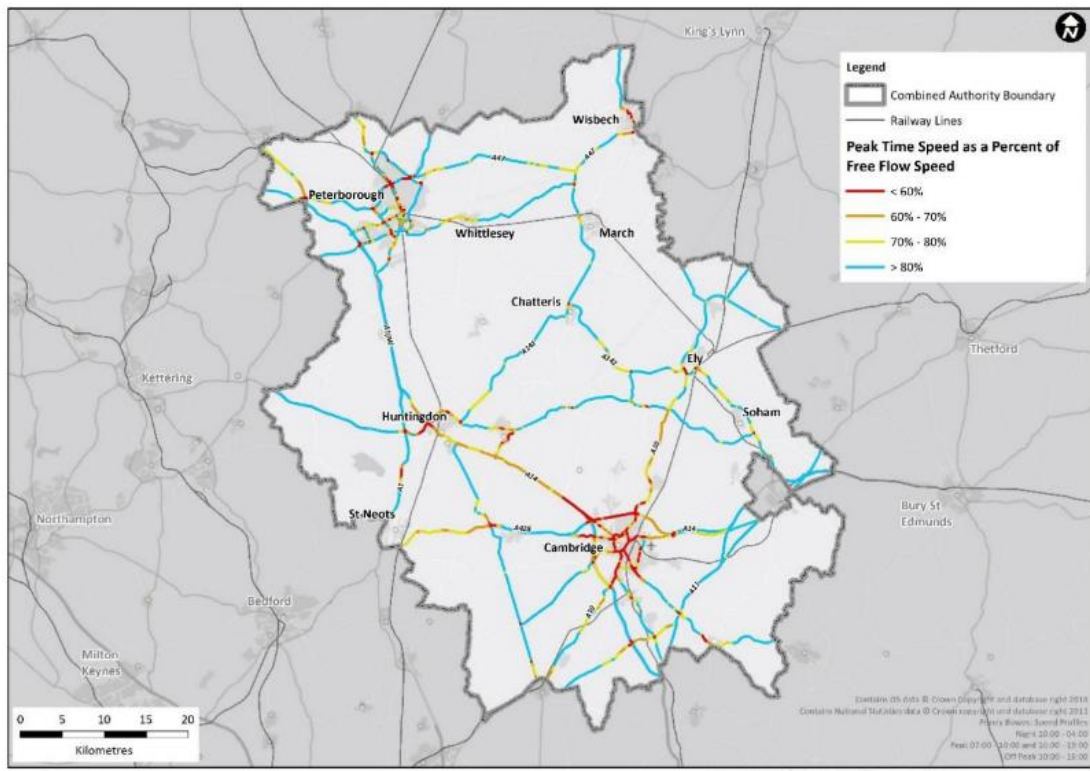
Source: Median average house prices to median average household earning (Office for National Statistics, 2018)

#### *Traffic, congestion and delay*

- 1.65 Congestion and delay act to limit the effectiveness of the transport network. Figure 1.3 shows observed morning 'rush hour' road vehicle speeds as a proportion of 'free flow' speeds. The average speed on all major roads entering Cambridge during the 'rush hour' is less than 60% of the 'free flow' speed. In addition, the road network often lacks resilience, where alternative routes do not exist (e.g. main inter-urban links across The Fens) or where opportunities for increasing capacity do not exist (e.g. in Cambridge and historic market towns and cities where the network is constrained by listed buildings and historic streetscape).
- 1.66 Congestion is not only detrimental for drivers of cars, lorries and other vehicles, but also for people taking buses, cyclists and pedestrians and other non-motorised users. On average, more than 20% of bus services within Cambridgeshire and Peterborough run late, in large part due to congestion<sup>13</sup>.

<sup>13</sup> Source: [Bus Statistics](#) (Department for Transport, 2018)

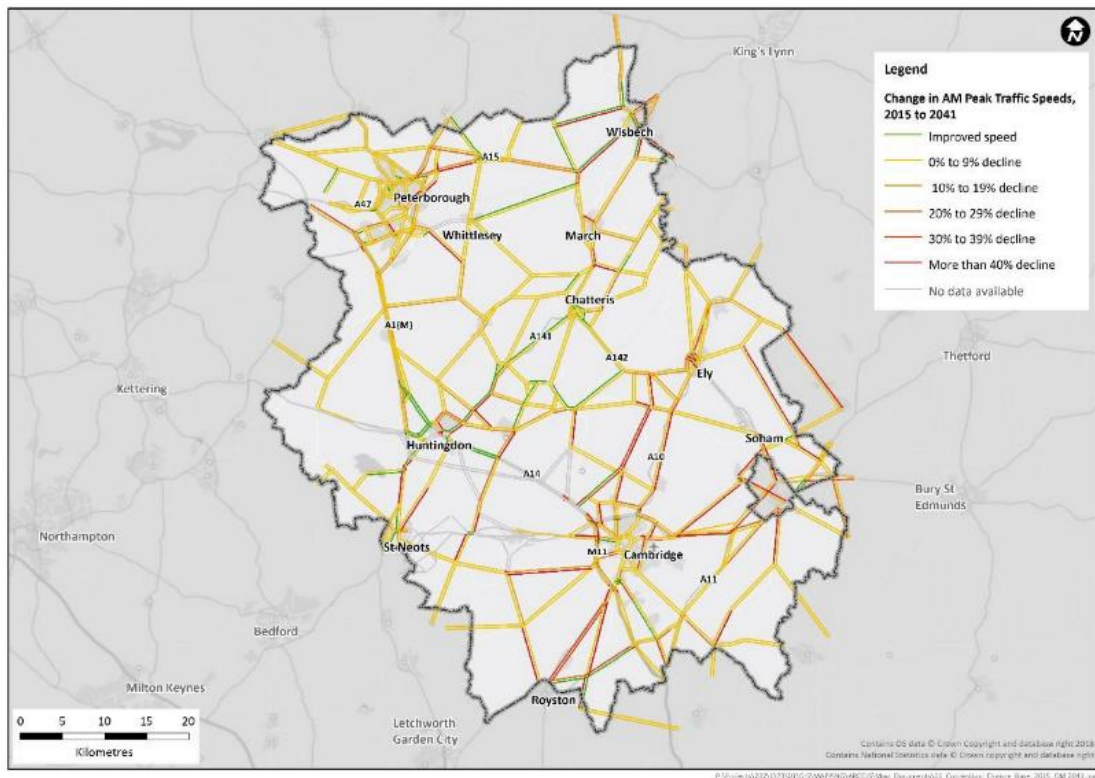
**Figure 1.3: Observed traffic congestion in Cambridgeshire and Peterborough in 2015**



Source: Satellite navigation and mobile phone data (DriveTime, 2015)

- 1.67 Future growth in housing and employment, and associated travel, is expected to result in worsening traffic congestion as capacity on the network becomes increasingly constrained, and act as a brake on the economy. Figure 1.4 outlines how traffic congestion across the region is forecast to worsen in the absence of further investment in highways or alternatives to private vehicles, based on outputs from Highways England's traffic modelling for 2041.
- 1.68 There will be significant growth in the number of commuting trips originating in the areas around the City of Cambridge and to the west of Peterborough. Consequently, the A47 between Peterborough and Wisbech, together with radial routes serving Cambridge, will all see significant rises in congestion by 2041. Congestion will also worsen in and around other urban areas, particularly Ely, Wisbech and Huntingdon.
- 1.69 In short, this 'business as usual' scenario will not work. We will not be able to achieve our economic, social and environmental goals through inaction.

**Figure 1.4: Forecast traffic congestion in Cambridgeshire and Peterborough in 2041**



Source: South East Regional Transport Model

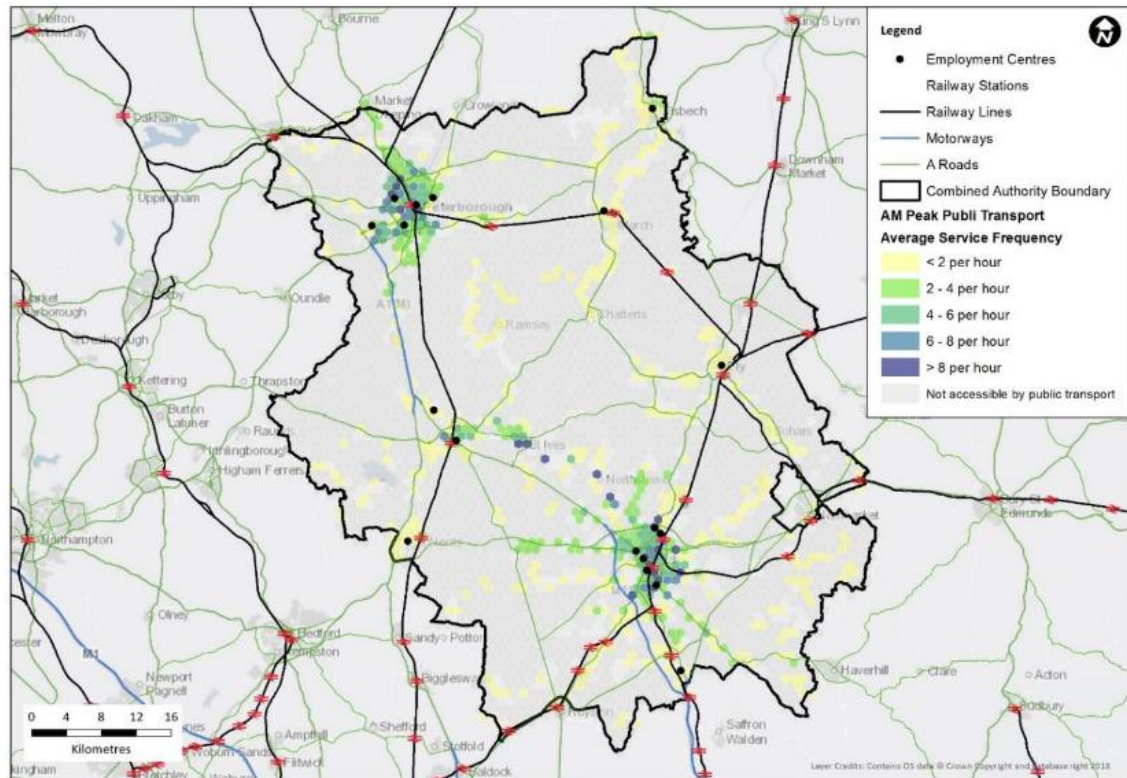
### *Connectivity and accessibility*

- 1.70** Cambridgeshire and Peterborough enjoy relatively good transport connectivity, with strong links to major cities, ports and airports outside the Combined Authority area, and good connections between major urban areas within it. From Peterborough and Cambridge urban areas, London can be reached by rail in under an hour, Stansted Airport can be accessed on direct Cross-Country rail services, and the A14, A1(M) and M11 provide good strategic connectivity, including for freight travelling to the ports of Harwich, Ipswich and Felixstowe on the East Coast.
- 1.71** An overview of this transport infrastructure is provided in Figure 1.5, together with the service frequency of local bus and rail services across the Combined Authority. This high-level connectivity is critical for ensuring that the region's businesses have easy access to the staff, suppliers and markets they need, and that tourist attractions can flourish. For example, domestic tourism alone brings an estimated 1.8 million visitor trips and £256 million annually into the area's economy<sup>14</sup>.

<sup>14</sup> Source: [Great Britain Tourism Survey 2017](#) (Visit Britain, 2018)



**Figure 1.5: Transport infrastructure and accessibility in 2018**

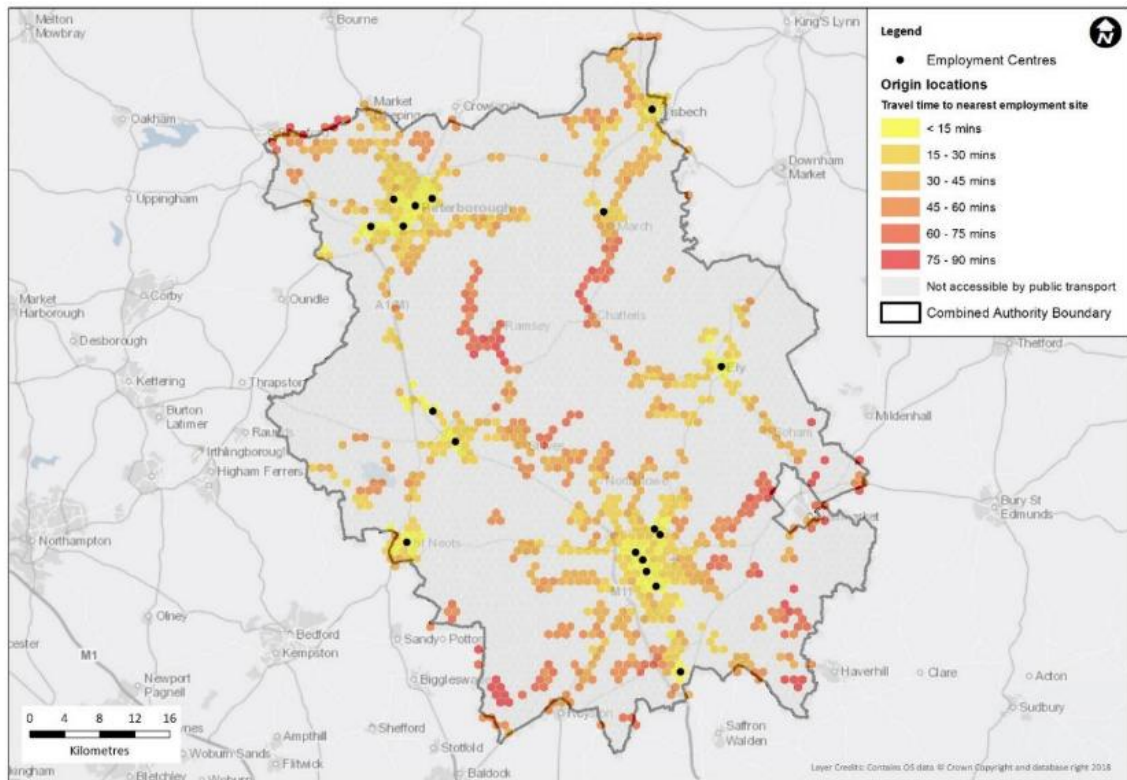


Source: Analysis conducted by Steer

- 1.72 However, connectivity within the Combined Authority is variable, with larger urban areas benefiting from significantly better transport network coverage than their small market town and rural counterparts. This translates into poorer access to jobs and opportunities for rural residents. In Cambridge 88%, and in Peterborough, 95% of residents are within 15 minutes by walking or public transport of a local primary school. By contrast, in South Cambridgeshire and East Cambridgeshire this figure falls to 77% and 79% respectively<sup>15</sup>.
- 1.73 Figure 1.6 demonstrates the accessibility by public transport to major employment sites (with more than 2,500 jobs) within Cambridgeshire and Peterborough, with each 'hexcell' representing one square kilometre. Although 58% of the population of Cambridgeshire and Peterborough are within 30 minutes of a major employment centre (and a further 25% are within 60 minutes), many rural areas, in particular, either lack direct public transport accessibility, or suffer from lengthy journey times that make it difficult to those without a car to access jobs and services elsewhere.

<sup>15</sup> Source: [Journey time statistics](#) (Department for Transport, 2018)

Figure 1.6: Accessibility to major employment sites by public transport in 2018



Source: Analysis conducted by Steer

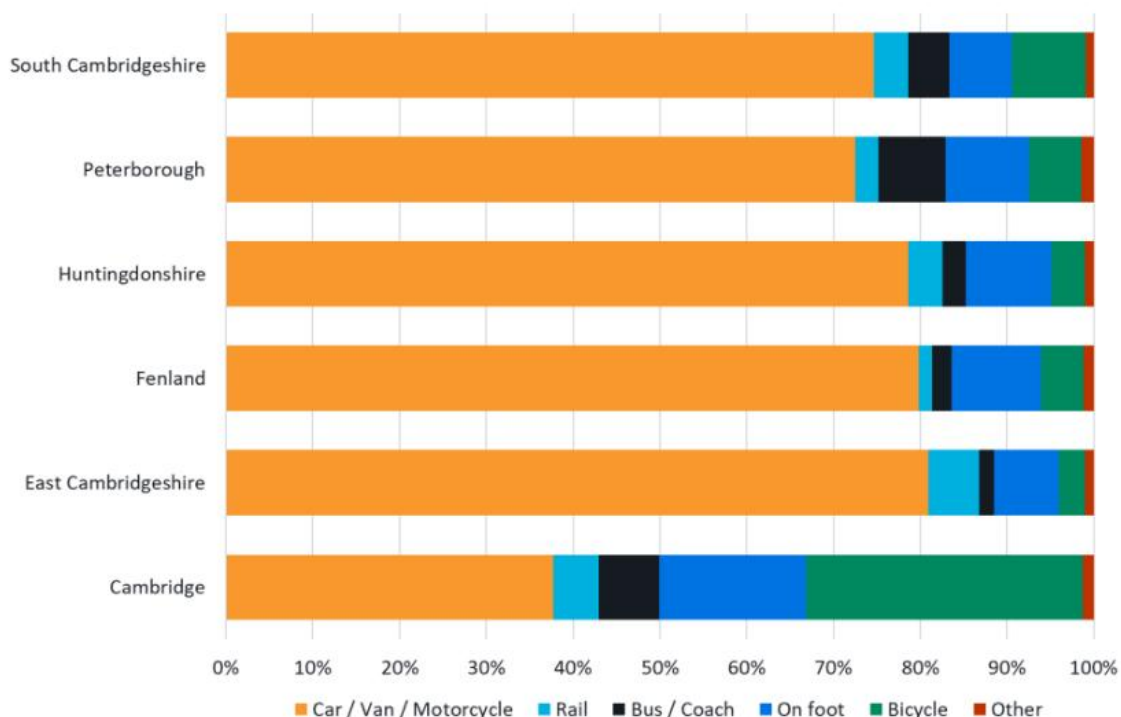
- 1.74 For those without access to a car, rising fares for public transport are reducing the affordability of the public transport network. Currently fares are rising across the region, broadly in line with the national average, and significantly faster than RPI (for example, bus fares have increased nationally by an average of 66% since 2005)<sup>16</sup>. This threatens to increase ‘car-dependency’ – the position whereby an individual has no viable option available other than to use a car when making a journey.
- 1.75 One potential solution is to further promote the use of ‘sustainable’ transport modes. Their efficient use of road space makes them an effective way of tackling congestion, and the range of other benefits they bring, such as improvements to air quality, reductions in greenhouse gases, and improvements to public realm, are closely aligned to several Local Transport Plan objectives.

<sup>16</sup> Source: [Bus Statistics](#) (Department for Transport, 2018)



- 1.76 The use of 'sustainable' modes is already broadly popular within the Combined Authority area, and sees high levels of investment, particularly in Greater Cambridge where £16 per head is spent on cycling per annum, a higher figure than in any other area of the UK.<sup>17</sup> Cambridge enjoys the highest 'mode-share' of cycling within the region. However, in other areas of the Combined Authority, such as Fenland, levels of walking and cycling are significantly lower, as illustrated in Figure 1.7. New technology, such as the advent of affordable electric bikes, is already allowing new groups of people to cycle and lengthening the distance many are willing to travel by bike.

**Figure 1.7: Method of travel to work**



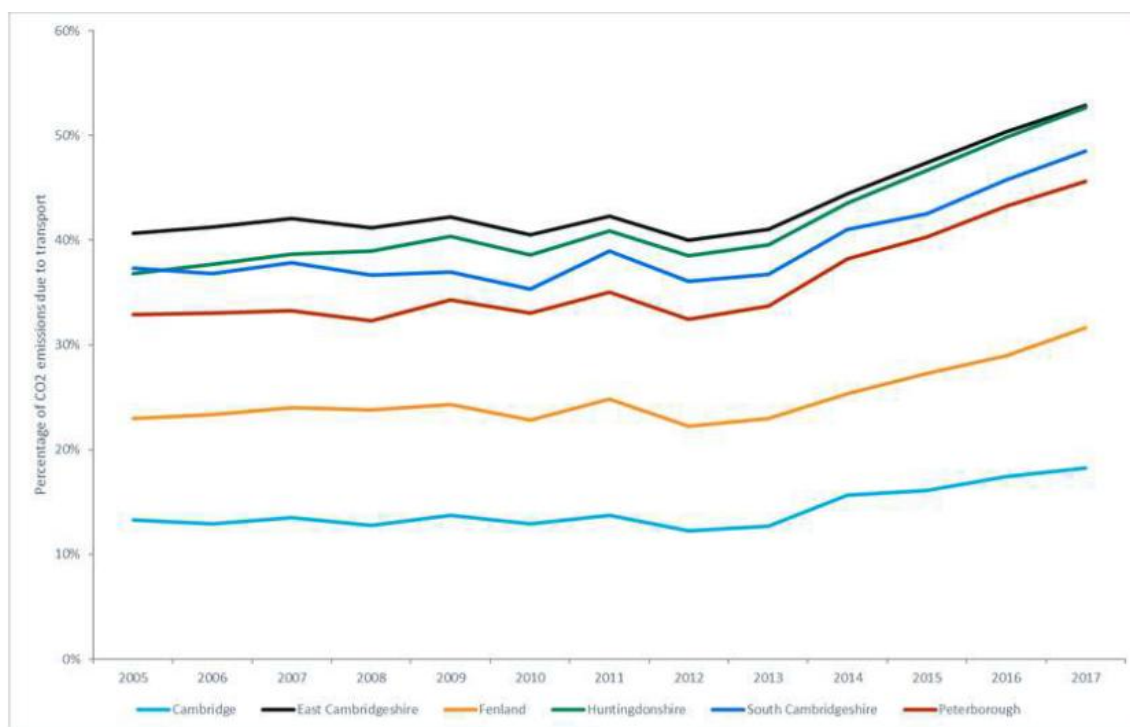
Source: 2011 Census Travel to Work Dataset (Office for National Statistics, 2011)

#### *Decarbonising transport*

- 1.77 Promoting the uptake of sustainable transport modes will have a significant, positive environmental impact. As illustrated by Figure 1.8, the proportion of CO<sub>2</sub> emissions produced by the transport has seen a marked increase in all Local Authorities in Cambridgeshire and Peterborough over the past four years. This is likely due to the fact that the transport network is failing to decarbonise as effectively as other sections of the economy.

<sup>17</sup> Source: [Greater Cambridge Partnership Website](#) (Greater Cambridge Partnership, 2018)

**Figure 1.8: Percentage of total CO<sub>2</sub> emissions due to transport by local authority – 2005 to 2017**



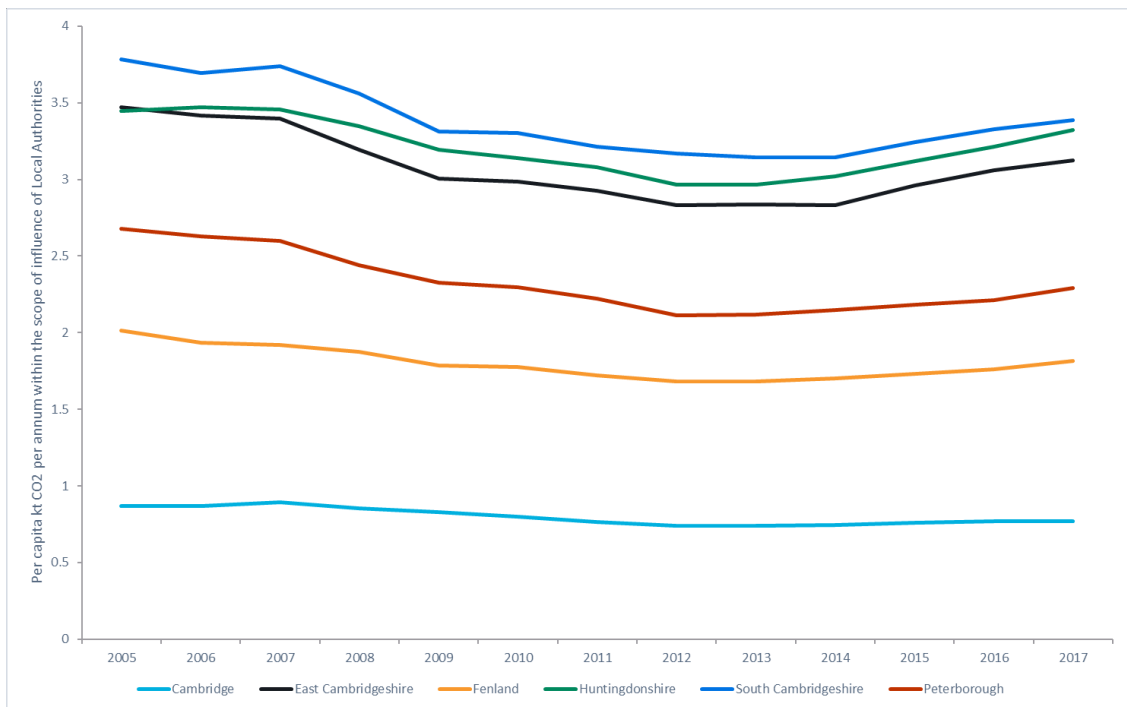
Source: Local Authority and Regional CO<sub>2</sub> Emissions (Office for National Statistics, 2019)

- 1.78 In 2016, total carbon dioxide (CO<sub>2</sub>) emissions in Cambridgeshire and Peterborough were 5,614 kilo-tonnes. In the same year per capita emissions in Cambridgeshire (7.2 tonnes) were higher than in Peterborough (5.1 tonnes) and the regional and national averages (5.4 tonnes).<sup>18</sup>
- 1.79 The highest proportion of CO<sub>2</sub> emission in Cambridge derived from road transport emissions (40.6%), followed by industry and commercial emissions (30.6%) and domestic emissions (21.8%). In Peterborough, the equivalent figures were 43.1% (road transport), 28.6% (industry and commercial) and 27.6% (domestic).<sup>19</sup>
- 1.80 As illustrated by Figure 1.9, South Cambridgeshire District Council has the highest CO<sub>2</sub> emissions per capita, followed by Fenland, Huntingdonshire, East Cambridgeshire and Cambridge City Council. This figure highlights the gradual downward trend in transport-related CO<sub>2</sub> emissions per capita across the region. However, there is considerable disparity between the cities and more rural districts, where car ownership and usage are considerably higher. Fenland is a notable outlier, with lower per capita emissions than might be expected from a rural district. Given the relatively poor public transport provision, this suggests that access to private vehicles may also be constrained, with implications for accessibility and mobility in the area. In isolation, the forecast traffic growth will subsequently result in an overall increase in CO<sub>2</sub> emissions.

<sup>18</sup> Source: Cambridgeshire and Peterborough Combined Authority Local Transport Plan Strategic Environmental Assessment – Environmental Report (Cambridgeshire & Peterborough Combined Authority, 2019)

<sup>19</sup> Source: *ibid.*

**Figure 1.9: Transport CO<sub>2</sub> emissions per capita by local authority in 2005 to 2017**



Source: Local Authority and Regional CO<sub>2</sub> emissions (Office for National Statistics, 2019)

### *Public health and air quality*

1.81 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 (AQMA) in the region linked to the transport network, which have been declared as at risk of not meeting national air quality objectives, performance against which is reported upon annually.<sup>20</sup> The seven current AQMAs are:

- Cambridge City Centre – high levels of nitrous dioxide (NO<sub>2</sub>) around and inside the inner ring road;
- A14 Corridor – high levels of NO<sub>2</sub> and Particulate Matter (PM<sub>10</sub>) along the A14 between Bar Hill and Milton and NO<sub>2</sub> between Hemingford and Fenstanton;
- Peterborough – two rural areas near Flag Fen, to the east of Peterborough between the
- Wisbech – two AQMAs have been declared surrounding the HL Foods site due to high levels of SO<sub>2</sub> and PM<sub>10</sub>. An area along the B198 Lynn Road and the A1101 also has high levels of NO<sub>2</sub>;
- Brampton - high levels of NO<sub>2</sub> in the area encompassing properties close to the A14 in Brampton and Hinchbrook;
- St Neots - high levels of NO<sub>2</sub> in the area encompassing the junction of the High Street with New Street and South Street; and
- Huntingdon – high levels of NO<sub>2</sub> in the town centre.

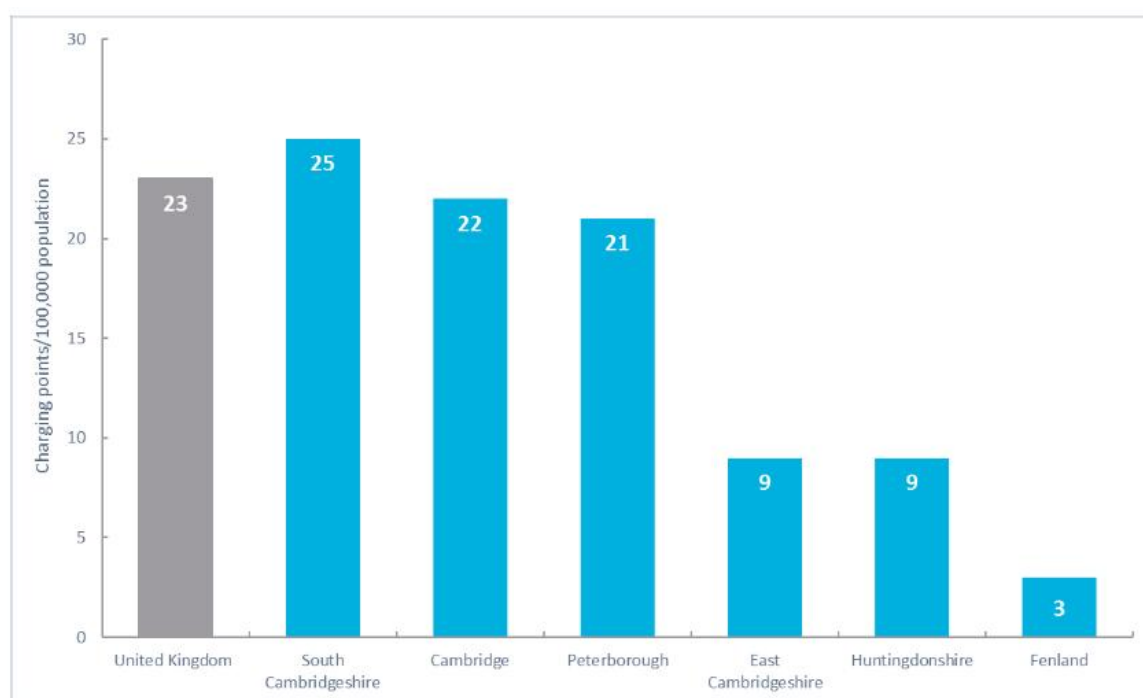
<sup>20</sup> *ibid.*

- 1.82 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 the Local Transport Plan.

*Future of mobility – electric and digital connectivity*

- 1.83 Reducing greenhouse gas emissions and removing air quality management areas requires a multi-faceted approach, including encouraging better use of active ‘sustainable’ 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. The availability of such charging points varies significantly across the Combined Authority area, as illustrated by Figure 1.10.
- 1.84 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 Cambridgeshire and Peterborough, a concerted effort will be needed to provide better charging provision across its geography, not only in more urban areas.

**Figure 1.10: Charging points per 100,000 of the population by Local Authority in 2019**

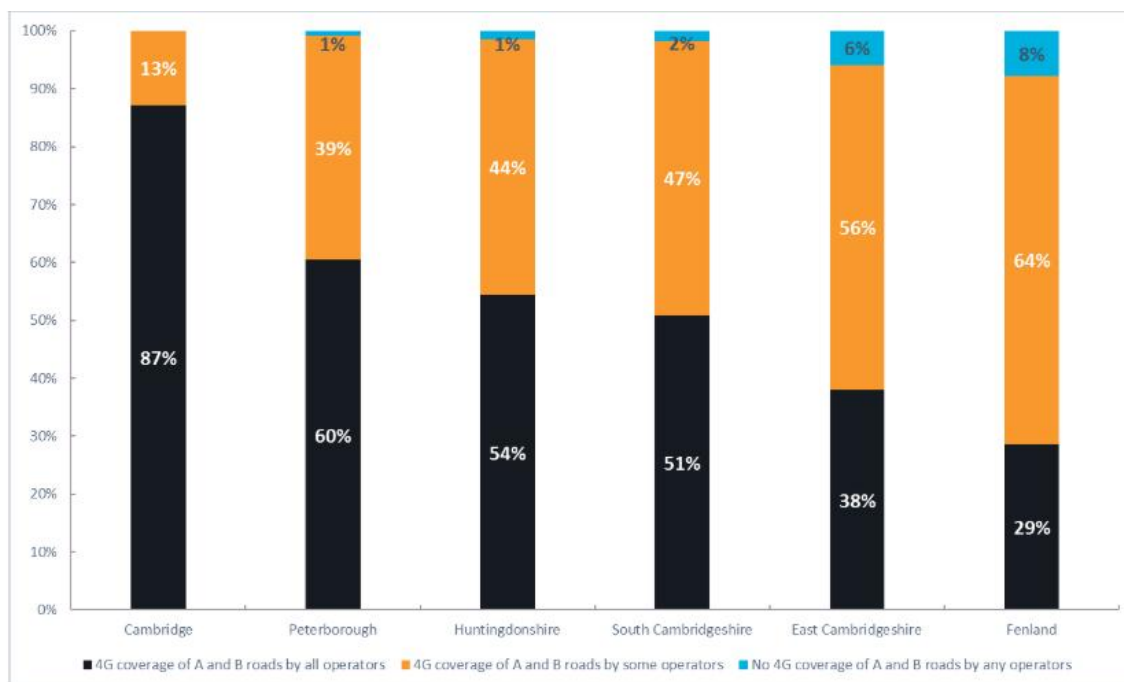


Source: [Electric vehicle charging devices by local authority](#) (Department for Transport, 2019)

- 1.85 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 the UK, but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future. Figure 1.11 shows the 4G coverage of the A and B road network by Local Authority across Cambridgeshire and Peterborough. As this figure illustrates, Cambridge has significantly better 4G coverage than any other Local Authority, and Fenland and East Cambridgeshire have significantly lower levels of coverage than the other areas.

Broadly, 4G coverage inside buildings follows a similar pattern across the geography of the Combined Authority area.

**Figure 1.11: 4G coverage of A and B roads by Local Authority in 2019**



Source: [Electric vehicle charging devices by local authority](#) (Department for Transport, October 2019)

## Implications for the Local Transport Plan

- 1.86 On the basis of this evidence, some of the most relevant features for the Local Transport Plan of Cambridgeshire and Peterborough are summarised in the following section. They have been classified as strengths, weaknesses, opportunities or threats, depending on how we believe these attributes are influencing, and will continue to influence, the performance of the Combined Authority area.

### *Strengths*

- 1.87 One of Cambridgeshire and Peterborough's core and most apparent strengths is its highly productive and innovative economy. For example, in 2015 the City of Cambridge made 341 patent applications per 100,000 of the population, the highest per capita rate for any UK city, compared to the national average of 18.<sup>21</sup> The economy of Cambridgeshire and Peterborough is centred on 'Knowledge Intensive' industries and makes extensive use of the human capital generated by the region's exceptional academic institutions.
- 1.88 Connectivity within urban areas, and between major towns, is generally of a good standard. Both Peterborough and Cambridge have high frequency urban bus networks which extend to surrounding major towns. Due to the small footprint of most towns and cities many residents are within walking distance of key services and amenities. Connectivity to Cambridge and

<sup>21</sup> Source: [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER, 2018)

Peterborough is also good. For example, both cities have rail connections to London of less than one-hour journey time.

- 1.89 The region is a leader in active travel provision and is widely considered to be one of the best areas in the UK for cycling. Cambridge boasts the highest mode share of cycling in the country with approximately one third of residents cycling to work on a regular basis. Peterborough also has extensive cycling and active travel networks.
- 1.90 Cambridgeshire and Peterborough have excellent environmental quality, both natural and built. This provides significant cultural value, drawing large numbers of tourists to the area and enhancing quality of life for residents.

#### *Weaknesses*

- 1.91 However, the area also has some fundamental underlying weaknesses. Although the area is broadly prosperous, the region also contains significant pockets of deprivation. Inequality is therefore a key issue. Cambridge is one of the most unequal cities in the UK (as measured by GINI coefficient) and mean annual gross pay in South Cambridgeshire is over £10,000 higher than in Fenland<sup>22</sup>.
- 1.92 Despite good public transport within urban areas, wider public transport links within and across the Combined Authority area can be poor. For example, train services between Cambridge and Peterborough take approximately 50 minutes, despite being just 40 miles apart. There is poor provision of bus services outside the major urban areas of Cambridge and Peterborough cities.
- 1.93 Rural access to key amenities and transport links in rural areas is often poor. In South Cambridgeshire only 22% of residents are within 30 minutes of walking or public transport access of a town centre.<sup>23</sup> This results in a reliance on private cars, and residents who do not have access to private cars are effectively cut off from key services and amenities.
- 1.94 In the short to medium-term, as we transition to a clean vehicle fleet, private car ownership may become more expensive and potentially prohibitive for those on low incomes. It is, therefore, imperative that rural residents are provided with a public transport system that offers a genuine alternative to the car.
- 1.95 Road Safety is a great concern. In 2016 there were 45 deaths across Cambridgeshire and Peterborough's roads, a figure which we see as unacceptable.<sup>24</sup> Many roads, particularly in rural areas, lack segregated provision for non-motorised users, reducing road safety and deterring individuals from walking or cycling for their journeys.

#### *Opportunities*

- 1.96 The weaknesses also present opportunities to improve the transport network and the lives of residents across Cambridgeshire and Peterborough. For example, by providing better access to public transport we will help residents to access a range of opportunities and amenities, helping to reduce 'car dependency'. In addition, by providing a more efficient transport network, better active travel uptake, and appropriate environmental consideration during

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<sup>22</sup> Source: [Cities Outlook 2018](#) (Centre for Cities, 2018)

<sup>23</sup> Source: [Journey time statistics](#) (Department for Transport, 2018)

<sup>24</sup> Source: [Road accidents and safety statistics](#) (Department for Transport, 2018)

construction, the new transport network will enhance environmental quality across the region. Nationwide, the transport sector is currently struggling to decarbonise at the same rate as other sectors of the economy. The Combined Authority and partners have an opportunity to lead the way in 'greening' its transport network, providing environmentally friendly public transport options, particularly in geographies with high CO<sub>2</sub> emissions per capita such as Fenland.

- 1.97 By better connecting people, markets and businesses, future transport provision will help to improve regional productivity. This will ultimately help the Combined Authority to reach its economic targets and improve quality of life for all. Public transport will be key in achieving these outcomes through initiatives such as new mass transit systems like CAM, plans for which are currently being developed. Better infrastructure for non-motorised users, such as cyclists, can encourage more people to travel sustainably and hence both reduce congestion on the roads and support healthy living and access to opportunity. Delivering these projects will stimulate a step change in connectivity in and around Cambridge and build the Combined Authority's reputation as a place with a progressive vision.
- 1.98 Finally, new technologies will have a transformational impact upon Cambridgeshire and Peterborough's transport network. Providing better charging infrastructure for Electric Vehicles and improving mobile network coverage, particularly in rural areas where it is currently most limited, will help to allow Cambridgeshire and Peterborough to take advantage of these new technologies when they come forward. Electric bikes can encourage more people to cycle, use approximately a hundredth of the electricity of an electric car, and extend the distances individuals are willing to cycle. Ultimately, such technologies can help to make the transport network greener, more accessible, and effective for all those who use it.

#### *Threats*

- 1.99 The area faces a number of threats, which, if not addressed promptly, have the capacity to seriously affect the future success of the region. Congestion is the most obvious of these and is already a serious issue within and around urban areas. Congestion lengthens journey times, making them less reliable, while simultaneously worsening air quality and having a significant economic cost. Modelling forecasts show that if steps to improve the road network are not taken now, there will be a marked increase in congestion (and concomitant risks to the economy and air quality) within and around urban areas in Cambridgeshire and Peterborough by 2041.<sup>25</sup>
- 1.100 Congestion issues may be compounded by a reduction in bus service provision. Outside major cities, bus provision is falling along with patronage. Falls in provision and patronage are mutually reinforcing, and there is a danger that without intervention the already limited rural bus service will become even less effective. This reduction in provision, combined with rising fares and generally poor accessibility in rural areas, has the potential to drive users off the public transport network. Fares are currently rising faster than RPI for both trains and buses, which has the potential to make transport unaffordable for many into the future. House prices are also rising rapidly and are far above the national average in many areas of the Combined Authority. This increases the cost of living and will ultimately propagate through the economy, risking future growth.

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<sup>25</sup> Source: Cambridge Sub-Regional Model 2 (Cambridgeshire County Council)



- 1.101 Future demographic changes also have the potential to change demand for transport within the Combined Authority. Forecasts predict that over coming decades the average age of the population within Cambridgeshire and Peterborough will increase. This is likely to change the demands upon the transport network, which will need to be accommodated if it is to remain effective.
- 1.102 Finally, some areas within Cambridgeshire and Peterborough have poor mobile connectivity, an issue which causes inconvenience at present but may be a serious barrier to growth in the future. Good mobile connectivity and a more ubiquitous full fibre footprint will likely be required for autonomous vehicle roll-out.

## 2 Our Strategy

### Introduction

- 2.1 This chapter contains the overarching transport strategy for Cambridgeshire and Peterborough - explaining how our transport network will be enhanced to support the goals and objectives set out in the previous section, including the key transport planning approaches and schemes/initiatives that will be required.
- 2.2 The schemes included in the Local Transport Plan have been identified and selected from multiple sources: the priority schemes and studies of the Combined Authority; the Cambridgeshire and Peterborough Independent Economic Review; previous Local Transport Plans for Cambridgeshire and Peterborough; the work of the Greater Cambridge Partnership; and Local Plans. These schemes have been reviewed with officers at a local, regional and national level. On the basis of an initial assessment, a balanced and integrated package of schemes has been brought forward for inclusion in the Plan.
- 2.3 Notwithstanding the high-level scheme assessment and sifting undertaken to inform this Local Transport Plan, all individual schemes will be subject to further scrutiny as plans for their delivery are progressed. These include further value for money testing (through the business case development process) and environmental assessment (including air quality and noise assessments) where required.
- 2.4 The Local Transport Plan currently includes a range of different transport investments, from projects already approved and being delivered, through to initial ideas and concepts that still need further study. A significant volume of work is needed to develop, appraise and prioritise the transport interventions in this Local Transport Plan, and to ensure that new ideas and alternative approaches can be accommodated within future amendments. Further information on the mechanisms in place to ensure that the Plan is sufficiently flexible to influence and support transport initiatives as they are brought forward, and that it continues to reflect the realities of contemporary Cambridgeshire and Peterborough are set out in the accompanying Delivery Plan.
- 2.5 The remainder of this chapter:
  - describes the guiding principles that have been employed to inform and shape our strategy for transport in Cambridgeshire and Peterborough; and
  - presents an overview of our overall strategy, including the vision, goals and objectives for transport in Cambridgeshire and Peterborough, and a sample of selected schemes.
- 2.6 The overarching strategy is then followed up in Chapter 3 that outlines more detailed strategies for Peterborough City Council, the Greater Cambridge Partnership area (Cambridge City Council and South Cambridgeshire District Council), and the Local Planning Authority areas of Huntingdonshire, East Cambridgeshire and Fenland.

## Our overall strategy

### Overview

- 2.7 Our region is both large and diverse: 850,000 residents and 42,000 businesses call Cambridgeshire and Peterborough home, in an area covering some 340,000 hectares. It is home to a wide range of communities, settled in diverse geographical and social settings – from the cities of Peterborough and Cambridge, to large market towns and a network of rural villages and hamlets.
- 2.8 Developing a unified transport strategy for the whole region is complex. At its core is our vision for sustainable growth and opportunity for all to deliver healthy, thriving communities in Cambridgeshire and Peterborough. In doing so, we must put our communities – the places we live, work and visit – first when planning our transport network. We want to provide choices regarding the way we travel, to allow individuals and businesses to be less reliant on the car and to decarbonise transport more generally.
- 2.9 Integrated transport and spatial planning, investment in high quality public realm in our town and city centres, safe and attractive walking and cycling infrastructure, accessible and frequent public transport and innovative new transport modes designed to enhance mobility will all play an important role in helping achieve this ambition.
- 2.10 Preparation of this Local Transport Plan has, been guided by several high-level principles that provide overarching guidance to ensure that it fulfils the overriding imperative for sustainable economic growth, including decarbonising transport on our journey to net zero carbon emissions by 2050. The guiding principles are:
- supporting economic growth and distributing prosperity;
  - integrating spatial planning and reducing the need to travel;
  - providing attractive alternatives to driving – ‘mode shift’;
  - preparing for the future of mobility;
  - greening our transport infrastructure;
  - supporting social mobility and access to opportunity for all; and
  - protecting and increasing biodiversity

### Guiding principles

#### *Supporting economic growth and distributing prosperity*

- 2.11 Our strategy will help to deliver the Combined Authority’s strategic ambition to become the UK’s capital of innovation and productivity, and to double the size of its economy from £22 billion Gross Value Added (GVA) to £40 billion over the next 25 years. Improving journey times, both by road and rail, and reliability is important for businesses to access their markets, collaborators and supply chains. This will also help to increase the geographical catchment from which to draw growing workforces, helping businesses to realise their full potential for growth.
- 2.12 Enhancing our transport network and creating new journey opportunities that do not solely rely on the private car is key to relieving congestion on our road network, and to accommodating new and existing journeys as sustainably as possible. Large-scale investment in public transport, including a rapid transit network for Cambridgeshire and a new rail link to Wisbech, coupled with improved highway links designed to accommodate ultra-low

emission vehicles, electric vehicle charging points and other emerging technology will provide extra capacity for people to travel sustainably while delivering our regions' growth.

- 2.13 Growth must be inclusive, truly sustainable and spread appropriately across the entirety of the area. It should create places where all members of our community contribute to, and benefit from, our area's growth and success. Currently, employment, amenities and prosperity are predominantly centred in and around the cities of Cambridge and Peterborough, but these cities also contain significant areas of deprivation, and Cambridge has the most uneven income distribution of any UK city<sup>26</sup>. Our proposals will help to spread success across the region, ensuring that all our residents benefit from growth wherever they live.

*Supporting social inclusion – improving accessibility and health for all*

- 2.14 The transport network must provide access to sites for housing and employment, as well as increasing the capacity and connectivity of the transport network for future housing and employment growth. It must also align with other investments in digital connectivity, energy supplies and other utilities, and skills, housing, and other civic infrastructure and business support. This investment will ensure that the area is globally renowned for being forward-thinking and progressive regarding mobility and movement – putting the region at the forefront of tackling one of the Government's *Industrial Strategy Grand Challenges – the future of mobility*<sup>27</sup>.
- 2.15 Ultimately it is our ambition that everyone will have access to a good job within easy reach of home. To achieve this will require not only an increasing level of jobs, but also provision of high-quality housing and commercial spaces within and near existing communities to accommodate a growing population and workforce. The Combined Authority is supporting the region's Local Planning Authorities in targeting more than 90,000 new jobs and over 100,000 new homes by 2036, as outlined in their adopted Local Plans.
- 2.16 By providing real choices for how people travel, we will promote social mobility, inclusive growth and improve health: a key driver for productivity. Transport plays an important part in ensuring that we can access the skills, education and health care required. Investment in our sustainable transport network will facilitate improved access, including for those without access to a car, and reduce carbon emissions and particulate emissions that impact air quality negatively.
- 2.17 Many rural areas have poor public transport connectivity, reducing the opportunities to access employment opportunities, key services, and amenities. For people without the use of a car, including young people, those on low income or for people with disabilities, these challenges are exacerbated. For future gains in productivity and economic growth to benefit all of our residents, investment in sustainable modes of transport will be prioritised. Investing in sustainable transport modes will ensure that the network provides accessible transport for all users, without damaging the surrounding environmental, social and built environments.

*Integrating spatial planning and reducing the need to travel*

- 2.18 Our strategy is focused on transport-oriented planning and development. This approach aims to reduce the need to travel, particularly by private car, by providing attractive alternatives

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<sup>26</sup> Source: [Cities Outlook 2018](#) (Centre for Cities, 2018)

<sup>27</sup> Source: [Industrial Strategy: Building a Britain fit for the future](#) (HM Government, 2017)

that support a significant shift to more sustainable forms of transport. The Combined Authority is continuing to develop its non-statutory Spatial Framework and one of its guiding principles is to integrate spatial and transport planning to reduce the need to travel and shorten many of the journeys we do need to make – making our communities more walkable and cyclable.

- 2.19 While the Combined Authority is the Local Transport Authority, it is the city and District Councils that are the Local Planning Authorities. The Combined Authority will work with the Local Planning Authorities to support their Local Plan processes and supplementary planning document and guideline development to promote integrated planning. Within this are the facilitation of sustainable transport, and the roll-out of digital connectivity and electric charging infrastructure, and other policies and infrastructure which influence suitability positively.

*Providing attractive alternatives to driving – ‘mode shift’*

- 2.20 Currently, private car is the most popular transport mode for making journeys in and around Cambridgeshire and Peterborough. Our strategy recognises this and provides a wider range of travel options so that people have a genuine alternative to the private car. This is key to achieving our wider economic, social and environmental objectives, and delivering the sustainable growth required to meet the Combined Authority’s ambitions.
- 2.21 Our strategy includes investment in world-class Dutch-quality walking and cycling facilities, including a network of segregated cycleways and new bridges of the River Nene, Cam and Ouse, and designed to accommodate a wide range of non-motorised users including horse riders and carriage drivers. More people travelling on foot, by bike and public transport, rather than by private car, will help to reduce congestion, improve air quality and safety, and create attractive, healthy, and thriving streets and communities.
- 2.22 In addition to dedicated corridors for cycling, walking and other non-motorised modes, and alongside the creation of a public transport network that offers a genuine alternative to the car, all new public transport and highway infrastructure will be designed to include parallel cycling and walking corridors with suitable access and crossing points.
- 2.23 Many of our core policies aim to encourage the shift to walking, cycling and public transport: from providing sustainable connectivity to and within new developments, to delivering world-class walking and cycling infrastructure, and a new, more integrated and accessible, public transport network. Major projects, such as CAM; a new rail link to Wisbech; and East West Rail, will provide new journey opportunities, with fast, frequent services and competitive journey times, designed to act as a genuine alternative to the private car.

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## What is 'Dutch-quality'?

The Netherlands has the highest mode share for cycling of any country globally, at 27% of all trips<sup>28</sup>, compared to 2% in the UK. Dutch cycling infrastructure is near-universally viewed as globally renowned and key to facilitating such high levels of cycling for people of all ages, including children, young people and the elderly.

Key to Dutch infrastructure is it ensures cycling is safe, convenient and attractive. Cyclists are segregated from general traffic where traffic speeds and/or volumes are high, in line with a clear route hierarchy. 'Filtered permeability' is used to reduce traffic flows and eliminate 'rat-running' on residential streets where cyclists share space with motorists.

Segregated cycle tracks are typically wide by UK standards, with standard widths of 2.5m for one-way tracks and 4.0m for two-way tracks, providing ample space for cyclists to pass one another, separated from highway traffic by a barrier and/or verge, surfaced for use all-year round, and designed to maintain priority for cyclists as much as possible (such as at driveways and minor road junctions). Cyclists are also segregated from pedestrians where pedestrian flows are high, or conflict likely, such as within urban areas. Junction design aims to minimise conflicts between cyclists, pedestrians and general traffic, with tighter junction geometry reducing speeds and enabling cyclists and motorists to clearly see one another<sup>29</sup>.

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- 2.24 To help guide the development of new transport schemes we have developed a user hierarchy that outlines how consideration will be given to the needs of different transport modes. This Plan prioritises the 'active modes' over other forms of transport, as we believe that their benefits align closely with our three overarching goals of Economy, Society and Environment. Consideration of both 'place' and 'movement' function will be used to identify the suitability of a given transport scheme within a specific location. An explanation of the relationship between place and movement is provided in Figure 2.1, and an indicative user hierarchy for each of the four broad quadrants in Figure 2.2.
- 2.25 Considering 'place' and 'movement' reflects the reality of the transport network and the needs which it must serve. Different transport modes have different strengths and weaknesses, meaning that certain modes are appropriate for certain situations. The best transport networks enable a mix of modes to operate effectively aligned to the geographical requirements of an area. We believe that considering 'place' and 'movement' function as part of our user hierarchy is the best way to deliver a transport network that provides good connectivity, whilst preserving the localities which it serves.

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<sup>28</sup> See: [Cycling in the Netherlands, 2009](#)

<sup>29</sup> Further details of Dutch infrastructure design can be found in CROW Design Manual for Bicycle Traffic.



Figure 2.1: Movement and place function

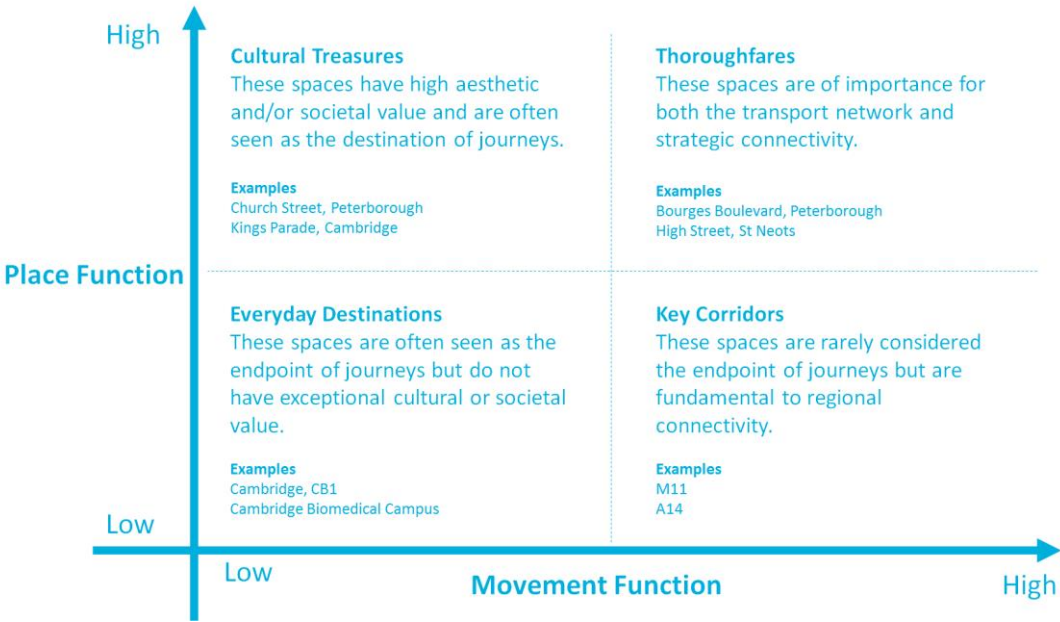
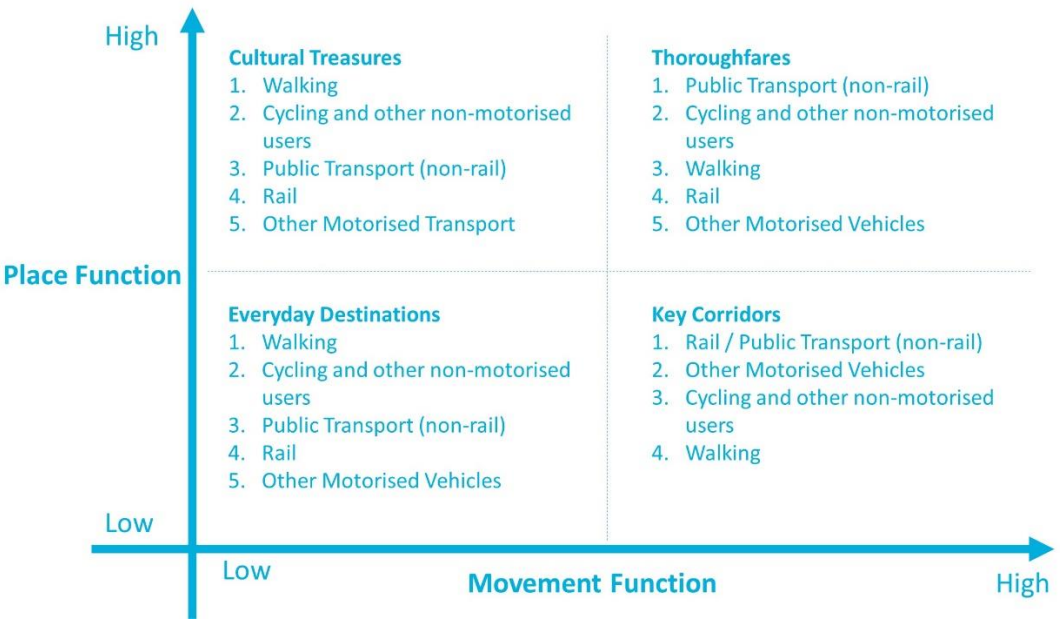


Figure 2.2: Indicative user hierarchy by movement and place function



2.26 In spaces with a high movement function and low place function, efficient transport modes will be given priority. For example, along fast-moving roads such as the A14, the private car and Heavy Commercial Vehicles will be given higher priority, while consideration will also be given to how the infrastructure can facilitate walking and cycling through measures, such as parallel segregated pathways and safe junction crossings.

2.27 By contrast, in spaces with low movement requirements but high place value, priority will be given to modes that best preserve that specific setting or location. For example, within Cambridge’s historic city centre, cyclists and pedestrians will be given priority as these modes provide good access to this space whilst causing minimal disruption.

- 2.28 There will cases where a degree of judgement will be required to identify the most suitable user hierarchy for a given location given its movement and place functions. In these cases, a combination of professional judgement, local engagement and location-specific constraints will inform the definition of the user-hierarchy.

*Preparing for the future of mobility*

- 2.29 Over the next twenty years technology will result in significant changes to our transport network and the way we chose to and want to travel. Alongside attitudes changing toward transport, travel and technology, advancements may include:
- data and vehicle connectivity;
  - automation and artificial intelligence;
  - electrification and other ultra-low emission fuels;
  - shared mobility (e.g. bike share schemes) and new modes of transport; and
  - new payment mechanisms and business models.
- 2.30 For Cambridgeshire and Peterborough to remain an economically dynamic centre of innovation and progress, we must stay at the forefront of future transport and technology and create the right conditions for them to ‘take root’. For example, to realise the full potential of autonomous mobility and services, improving the digital networks to 5G standard will almost certainly be required. In addition, to fully realise the potential of electric vehicle technology, investment in electricity networks will be required, including changes to our planning and building regulations.
- 2.31 The Combined Authority has already applied for funding – and been shortlisted to the second stage – for Future Mobility Zone funding from the Government to invest in harnessing the benefits of such technology. This includes proposals for an app-based Demand Responsive Service within Greater Cambridge, integrated into the wider transport network through Mobility-as-a-Service (MaaS), supporting the delivery of autonomous public transport ‘shuttles’ to and from the Cambridge Biomedical Campus, and better use of integrated real time data, machine learning and technology.
- 2.32 Predicting the exact nature of these technological developments and the impact they will have on the transport network is challenging. Any such predictions will likely have a high degree of uncertainty and using them to drive long-term strategy is unwise. At present, however, the opportunities are to:
- help better manage demand upon and increase the efficiency of the transport network;
  - allow people work and access goods and services remotely; and
  - plan better and more seamless journeys both in advance and in real time.
- 2.33 Emerging technologies evolve more quickly than regulation. Therefore, anticipating and reacting to these changes efficiently, knowing when to facilitate them, and when to inhibit them is key. In the long-term, we must avoid becoming ‘path-dependent’ or committing too much to any single transport mode. Historically, the most effective transport networks have combined a range of modes to provide an array of services for different users and journey types. Although technology will provide new modes and change the exact nature of journeys, it is likely that a diverse, multi-modal transport network will provide the best range of transport options for our residents.

### *Greening our transport infrastructure*

- 2.34 Poorly planned transport infrastructure has the potential to cause significant environmental damage. This damage can occur at a local level, for example, through damage to local habitats, the creation of localised air pollution, or aesthetic damage. This damage can also be more systemic and less geographically contained, for example, through the production of greenhouse gases. It is critical that we 'green' our transport infrastructure both literally; by adding 'green infrastructure' to newly constructed components of the transport network; and, by ensuring that these changes do not systemically drive an increase in environmentally damaging behaviours and/or outputs. For new schemes and pieces of infrastructure, biodiversity net gain must be delivered, and the impacts on carbon emissions considered as part of the process needed to achieve net zero carbon by 2050.
- 2.35 Greening transport infrastructure means considering the environment impacts of new infrastructure, including on carbon emissions and air quality, biodiversity, and the natural, built and historic environment, at the earliest stage. These considerations allow the addition of 'green' elements to all new pieces of infrastructure, from extensive planting along new transport corridors, 'green bridges', to providing corridors for biodiversity that reduce, and potentially enhance, impacts on the landscape. The addition of such green space serves a dual purpose; it both mitigates any local impacts on biodiversity and the aesthetic impacts of newly constructed infrastructure, whilst helping to offset the emissions produced in their construction and operation.
- 2.36 At a more systemic level, we must encourage behavioural changes that alter the way that transport infrastructure is used. New highway infrastructure, for example, should provide space for public transport, walking, cycling and other non-motorised modes transport modes, in addition to more conventional motorised vehicles. Encouraging the use of modes other than conventional, privatised, motorised vehicles, has the potential to significantly improve the environmental impact per trip along such pieces of infrastructure.

### *Protecting and increasing biodiversity*

- 2.37 Our commitment to biodiversity net gain through investment in transport and the developments it supports will help our communities to become high quality, sustainable environments where people want to live<sup>30</sup>. Reducing the need to travel, and distances travelled, through integrated land use, transport planning, investment in digital and mobile connectivity and energy supply, is a central pillar in meeting local and national ambitions to significantly reduce greenhouse gas emissions as we move towards net zero carbon by 2050.

### **Major schemes**

- 2.38 Where strategies in previous Local Transport Plans have been largely predicated on overcoming existing and anticipated future challenges, this Plan is designed to be focused on meeting the Combined Authority's ambitions plans for growth. In doing so, the Local Transport Plan presents a clear strategy for meeting our economic, social and environmental goals which will need to be fulfilled if the ambition is to be met. The steps we are taking to achieve each goal are described below with a summary of key schemes (shown in Figure 2.3) to illustrate how they will be delivered.

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<sup>30</sup> Source: [A Green Future: Our 25 Year Plan to Improve the Environment](#) (Defra, 2018)



**Map of the Peterborough and Cambridge region showing proposed and committed transport routes.**

**Legend:**

- Mode**
  - Highway (Red line)
  - Public transport (Blue line)
- Status**
  - Under Construction (Thick solid line)
  - Committed (Thin solid line)
  - Proposed (Dashed line)
- Routing**
  - Indicative (Thick dashed line)
  - Confirmed/ existing (Thin solid line)
- Local Plan allocated growth areas** (Purple shaded regions)

**Key Features and Routes:**

- Highways:** A1 Baldock to Bampton Capacity Enhancements, A14 Cambridge to Huntingdon Improvement Scheme, A428 Dualling and Oxford to Cambridge Expressway, A47 Corridor Improvement Programme, A10 Ely to Cambridge Capacity Improvements.
- Public Transport:** East Coast Mainline Improvements, Fenland Station Regeneration, Chatteris, Manea, Ely Area Capacity Enhancements, Soham Station, Waterbeach Station Relocation, Cambridgeshire Rail Capacity Study Recommendations, Cambridgeshire Autonomous Metro, Cambridge South Station, Stansted, Haverhill, Ipswich, Newmarket, Ely, Huntingdon, St Ives, St Neots, Bedford, Luton, Stevenage, London, London Luton.
- Other:** King's Lynn, Wisbech, March, Peterborough, Huntingdon, Cambridge, Ely, St Neots, Bedford, Luton, Stevenage, London, London Luton.

**Scale:** 0 to 10 kms / 0 to 5 miles.

**Source:** Contains OS data © Crown copyright and database right (2019). Data from Cambridgeshire County Council and Peterborough City Council. Cartography by Seer 2019.

### *Transport and the economy*

- 2.39 We want to connect all new and existing communities sustainably, so residents can easily access a good job within 30 minutes, thereby spreading the region's prosperity. The transport network across the area is already of a good quality, but there remain significant areas for improvement. As much as possible, we want to encourage mode transfer from the private car to public and 'active' transport modes, ultimately aiming to reduce 'car dependency'.
- 2.40 Traffic congestion is the most frequent form of disruption to our region's transport network, posing a risk to the Combined Authority's future growth ambitions. Within our urban and surrounding areas, solutions to manage demand for road space are being explored, such as the construction of the CAM. This will provide high quality, high frequency metro services, delivering a step change in connectivity across the city and helping to deliver additional 'agglomeration benefits'. These agglomeration benefits are those that businesses reap from increased competition, knowledge sharing and efficiency gains, brought by greater proximity to one another.
- 2.41 Rail usage has risen considerably over the Combined Authority area and continues to increase; therefore, we will promote a range of schemes to help encourage, maintain and accommodate this trend. For example, there are a number of new railway stations being proposed for the region, including Soham station that would reintegrate the town with the national rail network. In addition, Cambridge South station will significantly improve access to the Cambridge Biomedical Campus from the region and beyond.
- 2.42 East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will transform public transport connectivity along the Oxford to Cambridge corridor. While construction of a new rail link from March to Wisbech would improve public transport connectivity to the latter. Improvements to rail junctions in Ely delivered by the Ely Area Capacity Enhancements (EACE) project will enable more frequent services and make journeys quicker for passengers. We will also work to support continued electrification of the rail network for both passengers and freight, along the Ipswich to Cambridge and Peterborough corridor.
- 2.43 Buses are a fundamental component of the transport network across Cambridgeshire and Peterborough, particularly in our rural areas. We will explore the best operating and delivery model for our public transport network, acknowledging the different requirements of urban and rural residents. For example, we will seek to ensure that rural areas have a public transport service that provides access to employment, education, shopping and recreation. In addition, we will work with operators to place inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network.
- 2.44 Cycling, particularly within Greater Cambridge, plays a key role in commuting, with more than a quarter of people within Cambridge travelling to work by bike – the highest rate in the country. Greater levels of cycling will not only help more people travel to work easily and cheaply, but help to relieve traffic congestion, and enable our region to grow sustainably. We will continue to work with our partners to improve infrastructure for cyclists, and other non-motorised users, with segregated Dutch-type infrastructure along major road corridors and a network of 'Greenways' connecting to major employment hubs. New technology, such as affordable e-bikes and cargo bikes, can allow new groups of people to cycle and commute longer distances by bike, which our policies will actively encourage and support.

- 2.45 Although we want to prioritise the development of public and ‘active’ transport modes, we recognise that the private car remains a key mode for many residents across Cambridgeshire and Peterborough. We will therefore support targeted highway infrastructure and enhancement schemes such as:
- upgrades to the A47 between Kings Lynn, Wisbech and Peterborough, to improve labour market accessibility to and from the Fens and Wisbech Garden town;
  - King’s Dyke crossing improvements, to relieve traffic congestion and associated safety issues caused by the level crossing; upgrades to the A505, to improve accessibility and support development at the Wellcome Genome Campus; and
  - dualling of the A428, which will significantly improve commuter links along the Oxford to Cambridge corridor.
- 2.46 Improvements to the A14, one of the most congested routes in the country, are currently underway and will bring journey time, reliability and safety benefits to residents, workers and businesses alike.
- 2.47 Alongside the physical improvements, we are committed to enhancing the region’s ‘virtual network’. Faster, more reliable digital connectivity will provide:
- improved connectivity between businesses and to homes;
  - greater working flexibility, thereby taking the strain off the transport network; and
  - allow better management of our transport networks to increase capacity, for travel times to be more reliable, and ultimately, safer for making all journeys.
- 2.48 Improvements to the transport network will help to support new housing and development. This will help to accommodate a growing population, mitigating housing affordability issues. The housing market is currently very ‘overheated’, particularly around Cambridge, where the average house price is nearly 13 times the annual salary, compared to the national average of just under 8 times. The effects of higher house prices spread through the economy, potentially slowing growth. Local plans include targets for over 100,000 new homes, by 2036<sup>31</sup>, with the location of the strategic sites shown in the Cambridgeshire and Peterborough Non-Statutory Spatial Framework (NSSF) Phase 1. Transport will help to unlock future development sites and connect new residents to jobs, services and amenities.
- 2.49 Necessary partnerships and plans are currently being developed for the construction of vastly improved public transport connectivity to Alconbury. Connectivity into the CAM network and a new travel hub will play a central role in delivering over 8,000 jobs at the Alconbury Weald Enterprise Zone, accelerate the development of 6,000 new homes and sustainably connect new residents to jobs, services and amenities. Improvements on the Ely-Cambridge transport corridor will unlock key opportunities, such as a new town north of Waterbeach and development on the Cambridge Science Park.

#### *Transport and society*

- 2.50 Everybody should be able to access our transport network, feel safe, and be healthier when they do so. We want to promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. To achieve this, the network must be examined at every scale, from curb-heights to area-wide highway network planning,

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<sup>31</sup> Source: [Cambridgeshire and Peterborough Non-Statutory Spatial Framework](#), (Cambridgeshire & Peterborough Combined Authority, 2018)



ensuring that nobody is excluded from using the transport network due to personal circumstances; income, age, disability or any other factors. This ‘human-centred’ thinking is a central component of our approach across projects and schemes. We want to embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries on the transport network. The vast majority of transport-related deaths occur on our road network, and so working in partnership with the Cambridgeshire and Peterborough Road Safety Partnership and our highway authority partners to deliver improvements to highway safety will be our focus when aiming to reduce fatalities and injuries on the transport network.

- 2.51 We recognise that the transport network does not always function flawlessly and is subject to internal and external stresses that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption, improving journey time reliability. Cambridgeshire and Peterborough is one of the driest areas in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure is vulnerable to extreme weather events and needs to be appropriately protected. We will look to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but relatively easy to maintain and repair. By ensuring that the transport network is protected against human and environmental disruptions, journey time reliability will be improved, allowing quicker and more enjoyable journeys.

*Transport and the environment*

- 2.52 While encouraging development, we want to deliver a transport network that protects and enhances our natural, historic and built environments. We are fortunate to have exceptionally high-quality environments within Cambridgeshire and Peterborough that have positive impacts on our residents’ quality of life. Nonetheless, there are biodiversity challenges and not everyone has easy access to good quality open space. We must integrate environmental considerations, including biodiversity net gain when developing the future transport network, ensuring that all new transport schemes cause minimal disruption to the environment both during construction and operation.
- 2.53 In addition, we aim to ensure transport initiatives improve air quality across the region, exceeding standards as set by the European Union<sup>32</sup>. We will work to improve air quality and noise pollution, exploring options such as electrification of local taxi fleets and increasing the number of ultra-low and zero-emission buses. This will ensure that local air quality sees significant improvement, resulting in a better quality of life for our residents.
- 2.54 We will reduce emissions to ‘net zero’ by 2050 to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale. We recognise that everybody has a role to play in tackling this issue and want to ensure that Cambridgeshire and Peterborough are proactive in this area.
- 2.55 To help drive these changes we must provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles. ‘Active’ transport modes like walking and cycling have a significant impact upon local air quality, greenhouse gas emissions, and public

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<sup>32</sup> Air quality standards are set in European Union (EU) Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe and the Fourth Daughter Directive (2004/107/EC)

health. Walking and cycling are already popular transport modes within certain areas of the region, such as Cambridge, but we must ensure that they become more widespread.

- 2.56 To help promote walking and cycling, we will continue to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) thereby providing evidence for prioritised investment in cycling and walking infrastructure. We will develop high quality cycle provision, through schemes such as the Greater Cambridge Partnership's Greenways. This will involve building upon the current network and providing additional links to join up key destinations that are already partially served (for example the Chisholm Trail in Cambridge).
- 2.57 The use of active travel as part of multi-modal trips will be encouraged wherever possible. For example, we will investigate the possibility of a cycle hub in Peterborough city centre and improve cycle links to other key destinations around the city. Broadly we will consider 'place' and 'movement' functions when designing new infrastructure to ensure that we can provide good transport connectivity whilst retaining and developing 'healthy streets'.
- 2.58 On a broader scale, Cambridgeshire and Peterborough depends upon national and international connectivity to drive its economic prosperity. We must therefore ensure that all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports. For example, the Combined Authority is currently working in partnership with Highways England to assess the viability of dualling the A47 that would significantly improve east-west freight movement in the north of the region. In addition, we will support infrastructure and signaling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.
- 2.59 The following chapter provides a summary of our strategy for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire and Fenland. Additional detail regarding the specific projects that are under consideration in each area is provided in the Transport Delivery Plan.

## 3 Local Strategies

### Introduction

- 3.1 Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies 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.
- 3.2 Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities, before they are able to proceed.
- 3.3 Each strategy is set out below, and includes:
- a summary of recent and planned growth, and local transport constraints;
  - progress and projects delivered to date; and
  - the transport schemes to help deliver each strategy.

### Peterborough

#### Background

- 3.4 Peterborough is a rapidly growing city, with a population of approximately 200,000 people. Traditionally a 'railway town', centred upon its location as a major rail junction on the East Coast Main Line between London and the North of England, it grew rapidly after designation as a 'new town' in the 1960s. Surrounded by a predominately rural district with few major service and employment centres, Peterborough includes a large historic town centre with an extensive shopping offer, a major hospital, numerous key employment sites and the site of the future Peterborough University.
- 3.5 Peterborough's patterns of growth are reflected in the city's geography, and its transport network. Peterborough's town centre and 'inner city', including the historic Cathedral and numerous Victorian terrace streets, are surrounded by lower-density development from later years linked by a radial 'Parkway' network of high-capacity dual carriageway roads. This network supports efficient movements between and within the city, resulting in significantly less congestion than elsewhere in Cambridgeshire and Peterborough, helping to support significant growth around the city.

#### Recent and planned growth

- 3.6 Peterborough has continued to be one of the fastest-growing cities in the country, experiencing population growth of 15% between 2007 and 2017, the fastest-growing district within the Combined Authority. Recent growth has been focused at Hampton to the south, where a major urban extension is underway on reclaimed brickfields, and at Stanground in the east, together with increased development in the city centre. Several vacant and underused

sites close to the city centre also offer the opportunity for continued investment and regeneration.

- 3.7 Peterborough has recently developed a new Local Plan, which was adopted by the Council in July 2019. It outlines the vision for the city to become a destination of choice, with a walkable, liveable centre; a strong, resilient economy; and attractive, well-designed neighbourhoods, surrounded by a network of characterful villages.
- 3.8 The Local Plan sets out proposals to deliver 19,440 additional homes from 2016 to 2036, with growth focused within the city and within a collection of seven 'urban extensions' at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground. It also establishes proposals for a new independent, campus-based university with 12,500 undergraduate students, proposed to be located off Bishop's Road to the south-east of the city centre.

#### **Transport challenges**

- 3.9 Peterborough's transport network must continue to adapt and expand to support the city's growth, whilst ensuring a sustainable transport network that provides access to opportunity for all. Although Peterborough benefits from significantly less traffic congestion than elsewhere in the region, largely due to the high-quality Parkway network, additional development focused on the fringes of the city is expected to place increasing pressure on the highway network. Even combined with investment in sustainable transport, including improvements to the bus network and better walking and cycling infrastructure, there is a need to provide additional, targeted highway capacity to support Peterborough's growth.
- 3.10 While Peterborough benefits from a comprehensive bus network, some routes operate at comparatively low frequencies for an urban environment (every 20 mins or less frequently) and hence do not provide a 'turn-up-and-go' level of service that acts as a genuine alternative to the car. Recent reductions in financial support for the network have resulted in reductions to a small number of evening and weekend services and there is also not a comprehensive on-demand community transport service for those not directly served by the bus network, or through age or disability are not able to access local services. New urban extensions to Peterborough, such as at Hampton, must be integrated fully in Peterborough's bus and public transport network as they are built out, so that new residents are able to travel sustainably as soon as they move in, rather than waiting several years for sustainable transport options to become available.
- 3.11 The Queensgate Bus Interchange is in need of modernisation, and despite its proximity, can be disorientating to reach from the railway station due to severance caused by the A15. Although Peterborough is well-served by the rail network, with frequent, direct services to London, Cambridge and Norwich, together with the West Midlands and North of England, there are a number of improvement opportunities, including faster services to London, Cambridge and Stansted Airport, more frequent services on rural routes to Cambridgeshire, Suffolk and Norfolk, and more capacity.
- 3.12 Peterborough has a large network of segregated cycle and pedestrian routes and is funding significant improvements to the public realm in and around the city centre and the railway station. However, some major roads and junctions lack adequate provision for all non-motorised users, while in places the Parkway network causes severance between communities that deters active travel between them. Although much of the cycle network is segregated from traffic, it is not consistently designed to 'Dutch' (or comparable) standards, with cyclists often lacking priority at junctions, and security concerns caused by inadequate

lighting or sightlines. Continued investment and maintenance in the network, particularly integrated into new development, is needed to ensure walking and cycling is an attractive option for people of all ages to travel around Peterborough.

### **Progress to date**

- 3.13 Since the adoption of Peterborough City Council's fourth Local Transport Plan in 2014, Peterborough has delivered a package of transport improvements to improve the urban realm and make Peterborough a more attractive place to live. Extensive improvements to Bourges Boulevard, the creation of a new entrance to Peterborough railway station and the refurbishment of a vital footbridge have all been completed, supported by a £9.2 million contribution from the Combined Authority.
- 3.14 Peterborough City Council have been proactive in promoting sustainable transport. Funding from the DfT has been used to deliver 'Bikeability'<sup>33</sup> training. In addition, local schools have been encouraged to participate in the national 'Big Pedal'<sup>34</sup> competition and the council has collaborated with Sustrans on an initiative known as 'School Streets' that encourages schools to close the street outside their gate to ease congestion and encourage active and sustainable travel.
- 3.15 Highway improvements have been delivered to support new development, including at the A47 Junction 20 that has been converted to a fully signalised roundabout to help to unlock the delivery of up to 2,500 new homes. Peterborough City Council has also enthusiastically embraced the potential that new technologies may bring to the city. £90,000 of funding from the DfT has been awarded to install four rapid electric vehicle chargers for the local taxi trade, and through an additional £22,500 contribution from Peterborough City Council, the chargers are expected to be operational during the first half of 2020.

### **Our approach**

- 3.16 Peterborough's public transport network must offer accessibility for all. Central to this is our plan for the bus network that subject to the recommendations of the Bus Review Task Force, will provide improvements to levels of service and operating hours. This will help ensure that the bus network provides a high-quality service, allowing people to travel across Peterborough quickly and easily without a private car. Bus services will be integrated into new developments at the outset, with the aim of ensuring high-frequency services directly serve new developments as the first new residents move in. We will continue to explore the potential to modernise Queensgate Bus Interchange to present a better gateway to Peterborough and the bus network, while improving linkages to the railway station.
- 3.17 Complementing this investment is the continued development of Peterborough's walking and cycling network. New junctions and highway infrastructure will be integrated into the walking and cycling network, ensuring that roads in the city do not act as a barrier to movement. Continued improvements to segregated infrastructure, including a new foot and cycle bridge across the Nene, and the upgrading of the cycle network to 'Dutch' standards, will help to

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<sup>33</sup> Bikeability is a scheme delivered by the Department for Transport which aims to give everyone the skills and confidence to ride a bike.

<sup>34</sup> "Big Pedal is the UK's largest inter-school cycling, walking and scooting challenge. It inspires pupils, staff and parents to choose human power for their journey to school." Source: [Sustrans website](#) (Accessed May 2019)

make walking and cycling an attractive choice for short journeys. More journeys on foot and by bike will help allow residents to live active, healthy lives, together with improving air quality and reducing congestion when people switch from the private car.

- 3.18 Not everyone can or wants to walk or cycle, however. A significant number of journeys in Peterborough will continue to be undertaken by the private car: a reflection of its geography of the transport network. We will continue to invest in our highway network, alongside sustainable alternatives, to tackle key 'pinch points' to alleviate traffic congestion, and support Peterborough's growth.
- 3.19 Delivering additional capacity is needed at key junctions on the Parkway network, particularly where these serve large development sites and new urban extensions. Development of thousands of new homes and jobs at the Hamptons, for example, will increase traffic flows on Fletton Parkway, and without intervention, will result in significant worsening of traffic congestion at Junction 3. This will result in longer, more unreliable journeys for drivers and bus passengers, undermining our economy and worsening local air quality. Poor accessibility to major development sites also places growth at risk, as both people and businesses want to be based in attractive, well-located neighbourhoods.
- 3.20 Investment in key junctions and 'pinch points', including carriageway widening and junction improvements on Fletton, Paston and Nene Parkway, plus at Stanground, will help to improve journey times and reliability, while providing the required capacity for future growth. These investments will make travelling around Peterborough, whether travelling to work, to school or to the shops, quicker and easier and help to make the city an attractive place to live and work.
- 3.21 Better strategic linkages to Peterborough, both road and rail, will help to make long-distance journeys quicker and easier, and attract investment. We will support proposals for improvements to the A1 including a grade-separated junction at Wittering to improve safety and access to the village. The Oxford to Cambridge Expressway and continued dualling of the A47 corridor will significantly improving highway accessibility towards London and support our freight and distribution sectors. Improved rail services from Peterborough, including faster journey times to/from London (to less than 40 minutes) and Cambridge, and improved frequencies on rural routes to Cambridgeshire, Suffolk and Norfolk, will make rail a more attractive option for longer-distance travel and help make Peterborough a major business destination.
- 3.22 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.1.



[illegible]

### **Strategic projects**

- 3.23 Improving access to Peterborough from the rest of Cambridgeshire and Peterborough, as well as the rest of the country, is an important priority. This will reduce journey times for longer-distance journeys by both road and rail, as well as improving the attractiveness of Peterborough as a business destination.
- 3.24 Improvements to strategic highway links are key to this strategy. Dualling of the A47 between Wansford and Sutton will improve journey times and reduce congestion along a key strategic route from Peterborough to the A1 corridor, and the wider North of England, as well as improving road safety along a route with a history of fatal and serious collisions. Highways England have recently published their proposed route for the scheme, and construction is expected to commence in 2020. The Combined Authority support longer-term improvements to:
- the A47 corridor, where we will continue to build the case to dual the route to Kings Lynn to help improve accessibility from Peterborough to East Anglia; and
  - the A16 corridor, where we will support investigating the feasibility of dualling the route between Spalding (in Lincolnshire) and Norwood / Peterborough.
- 3.25 In addition to these improvements to our strategic highway links are a series of parallel upgrades to our rail routes. Construction has recently commenced on the Werrington dive-under scheme, to the north of Peterborough that will provide additional freight capacity, particularly for intermodal traffic on routes from the east coast ports to the North of England. This will help to take lorries off our roads and improving journey time reliability for all rail users. We will also continue to work with Network Rail to understand the feasibility of reintroducing four tracks between Peterborough and Huntingdon, allowing faster journey times and additional train services from Peterborough to London. Completion of High Speed 2 in the early 2030s will allow the opportunity to refocus the East Coast Main Line timetable through Peterborough, as non-stop services to Leeds and York are diverted to the new railway, allowing more services to call at Peterborough and providing additional capacity to London.

### **Local projects**

#### *City centre*

- 3.26 The Combined Authority will continue to deliver improvements to the transport network to support the growth planned for the city centre and help to make it an attractive destination for shoppers, businesses and visitors.
- 3.27 Key to the city centre improvements will be continued investment in the streetscape and urban realm to make the city core attractive, pleasant and safe. Following the improvements along Bourges Boulevard that helped to improve walking and cycling connectivity to Peterborough railway station, further urban public realm improvements will be delivered (currently unfunded) in the Midgate, Northminster and Broadway areas. These will include better paving, lighting and street furniture, improving access to the north of the centre and encouraging more people to walk and cycle.
- 3.28 Further connectivity to the railway station is proposed through a new access route associated with future development of land to the west of the station. In addition, the Council is taking

an active role in the redevelopment of North Westgate, an area of the city centre that has been underutilised for decades.

- 3.29 Supporting the continued development at Fletton Quays, a new high-density residential and commercial cluster within the city centre, immediately south of the River Nene, is a key priority. Improved pedestrian links will help better integrate the development into the surrounding area, and we will continue to develop the case for a new foot and cycle bridge across the river to the city centre and the future university site. This will significantly improve north/south walking and cycling accessibility, further supporting active travel.
- 3.30 Better serving the future site of Peterborough University, to the south of Bishops' Road, together with the wider area is imperative. We will explore a package of measures to create and enhance walking/cycling links to the University, improve highway access to the Parkway network, whilst considering how best to replace the surface-level parking provision that currently occupies the University site.
- 3.31 Local Cycling and Walking Infrastructure Plans will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure. Improvements will be undertaken on Peterborough's Green Wheel network, a 45-mile-long route for pedestrians, cyclists and equestrians that circles the city, and takes users through the historic Fens and scenic countryside that surrounds Peterborough.

#### *Parkway network*

- 3.32 Peterborough's parkway network provides for efficient movement within and around the city and includes two of only three bridges across the River Nene. Certain sections of route, and key junctions, suffer from significant congestion that will be tackled through a range of investments.
- 3.33 A47 Junction 18 forms a key interchange with the A15 to the north of Peterborough, used by local traffic accessing nearby retail facilities and the city centre, together with longer-distance traffic through Peterborough to East Anglia and the east coast ports. It suffers from significant peak-time congestion that will be tackled through junction improvements and additional lanes to provide capacity to accommodate future traffic growth. Existing footbridges will be refurbished and strengthened, and new crossings will be provided for foot and cycle traffic, improving the local walking and cycling network.

A1139 Fletton Parkway serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route. Improvements at Junction 3, including widening of the A1139 off-slips and full signalisation, will provide capacity for additional traffic to new developments. Developer-led proposals for a new bridge for local traffic between the A605 Stanground Bypass and the London Road / The Serpentine roundabout over the East Coast Main Line will also help to relieve congestion in the area and support future development.
- 3.34 The A1260 Nene Parkway Junction 32/33 – provides a key link across the River Nene, resulting in high traffic flows and peak-time congestion. We will therefore explore widening the carriageway to three lanes in each direction across the river, together with alternative options, to relieve this key 'pinch point' on the network. A1260 Junction 15, where the route intersects with the A47, also suffers from congestion, and we will explore options to improve traffic flow at this key junction with the Strategic Road Network.

- 3.35 Improvements to the A16, by dualling a short section to the north-east of Peterborough, will help support the development at Norwood and relieve congestion. Suitable provision for non-motorised users will be incorporated in the scheme to support sustainable access to the development.

*Eastern industries and Fengate*

- 3.36 The Fengate district to the east of the city centre forms a key cluster for manufacturing and distribution firms in Peterborough and is home to the world-renowned Perkins Engines. The district is expanding further, with 30ha of land at Red Brick Farm allocated for employment development. We will therefore investigate the feasibility of improving access to this key site to provide additional capacity for future traffic growth. A study will be undertaken to look at access improvement options, which may include:

- a new roundabout at the Oxney Road / Edgerley Drain Road Junction;
- a new roundabout at Edgerley Drain Road / Storey's Bar Road / Vicarage Farm Road Junction; and
- an additional lane on the A15 Paston Parkway between Junction 20 and Junction 8.

*Stanground*

- 3.37 The Stanground area, located to the south-east of Peterborough city centre, is home to a new urban extension and is expected to accommodate significant housing and employment growth. Transport improvements are therefore proposed to support this growth, and relieve congestion, including:

- improvements to the A605 / B1095 junction to relieve queuing from right-turning traffic, which can block the nearby roundabout and result in widespread congestion;
- dualling of the eastern end of the Stanground bypass;
- junction improvements at the Stanground fire station junction, which also negatively impacts on bus journey reliability.

## Greater Cambridge

### Background

- 3.38 Greater Cambridge includes both the City of Cambridge and the surrounding district of South Cambridgeshire and has a combined population of approximately 280,000 people. It includes the historic, internationally-renowned Cambridge city centre; two world-class universities; internationally-renowned high-tech research, innovation and science parks (including the largest centre of medical research and health science in Europe: the Cambridge Biomedical Campus); and more than one hundred rural hamlets, villages and small towns.
- 3.39 Cambridge itself forms the centre of the region, with a population of approximately 125,000 people. It includes a city centre with an extensive retail, leisure and tourist offer, two universities, and a number of large employment sites. Densely-populated, many residents cycling or travelling by public transport to work: 52% of people cycle at least once a week, greater than any other Local Authority area in the country.
- 3.40 South Cambridgeshire, by comparison, is a predominately rural district, comprising villages and small towns, with no settlement larger than 10,000 people. Cambourne, a new settlement located ten miles west of Cambridge, forms the largest town and is home to the District Council offices. Northstowe, a new town located five miles north-east of Cambridge, is in development and due to grow to accommodate approximately 10,000 homes.
- 3.41 Aside from the cluster of biotechnology and science parks located in South Cambridgeshire, including the Cambridge Science Park, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, the area predominately looks to Cambridge for employment, shopping and major services, which complement those located within the district. 23,400 workers living in South Cambridgeshire commute to work in Cambridge city, for example, compared to 23,800 that work within the district itself<sup>35</sup>.
- 3.42 In 2014, the Greater Cambridge area negotiated a City Deal with Central Government, delivering up to £500 million of grant funding to invest in projects to support future growth. The City Deal recognised the regions' national importance and provided funding to address several key constraints to growth – particularly the transport network.
- 3.43 The Greater Cambridge Partnership, the body formed to deliver the aims and objectives of the City Deal, was established to plan and deliver schemes to alleviate these constraints. Its Board comprises a representative from each of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the University of Cambridge and the business community. The Combined Authority continues to work very closely with the Greater Cambridge Partnership to integrate plans, funding, and delivery to deliver a world-class transport network.

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<sup>35</sup> Source: [Location of usual residence and place of work](#) (Office for National Statistics, 2011)



### Recent and planned growth

- 3.44 Greater Cambridge's population has increased by 10% over the past ten years<sup>36</sup>, with property prices have increased by more than 64% between 2007 and 2017<sup>37</sup>. Greater Cambridge is now one of the most unaffordable places to live in the country, with average house prices more than 12 times<sup>38</sup> average local earnings in 2017. This undermines quality-of-life and the region's attractiveness as a place to live and work. Recent growth has seen the historic development pattern of Greater Cambridge change significantly in recent years, with Cambridge emerging as the heart of a rapidly growing, polycentric city region.
- 3.45 Historically, employment and economic activity in the city of Cambridge was centred around the city centre but beginning with the construction of the Cambridge Science Park in 1971, development has increasingly occurred on the city 'fringe'. Partly reflecting the lack of available land for development in the city centre, Cambridge's development and employment has become increasingly decentralised, with employment and leisure activity focused within six key districts:
- Cambridge City Centre;
  - Cambridge Station, CB1 and Hills Road;
  - Cambridge Biomedical Campus and 'Southern Fringe';
  - Cambridge Science Park and 'Northern Fringe';
  - West Cambridge; and
  - Cambridge East.
- 3.46 Collectively, these sites account for 63% of all jobs within the Cambridge urban area, and 40% of all jobs within Greater Cambridge. Growth is expected to be disproportionately located in these areas, which benefit from agglomeration and good labour market accessibility.
- 3.47 Both Cambridge and South Cambridgeshire have ambitious plans for growth, which will require continued investment in the regions' transport network to provide the capacity, connectivity and accessibility required. More than 33,500 homes and 44,000 jobs are expected to be delivered by 2031 under both districts' Local Plans, with a 'sequential' approach to development, where the most sustainable locations are prioritised first for growth. Housing growth is therefore proposed under the Plan from 2011 to 2031<sup>39</sup>:
- firstly, in the existing urban area of Cambridge (6,800 homes);
  - within defined fringe sites on the edge of Cambridge, and sites proposed to be released from the inner Green Belt boundary (e.g. at North West Cambridge) (12,700 homes);
  - within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach (8,100 homes); and
  - (lastly) within identified villages (8,200 homes), reflecting the difficulty in achieving sustainable growth in these locations.

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<sup>36</sup> Source: [ONS Mid-Year Population Estimates, mid-2017 vs 2007](#) (Office for National Statistics, 2018)

<sup>37</sup> Source: Cambridgeshire and Peterborough Local Transport Plan Evidence Base (Steer, 2018)

<sup>38</sup> The average house price to earnings ratio in the city of Cambridge is 13. In the Greater Cambridge area, which also includes South Cambridgeshire, the average is 12.

<sup>39</sup> Source: [Cambridge Local Plan](#) (Cambridge City Council, 2012)

- 3.48 Looking to the longer-term, post-2031, the two Local Planning Authorities are about to embark upon developing a joint Local Plan and the Combined Authority is currently developing a Non-Statutory Spatial Framework (NSSF), which will outline the region's longer-term potential for growth. This will build on the Cambridgeshire and Peterborough Independent Economic Review (CPIER) that highlighted Greater Cambridge's unique potential for growth but stressed the need for significantly higher levels of housing delivery in order to deliver the region's potential.

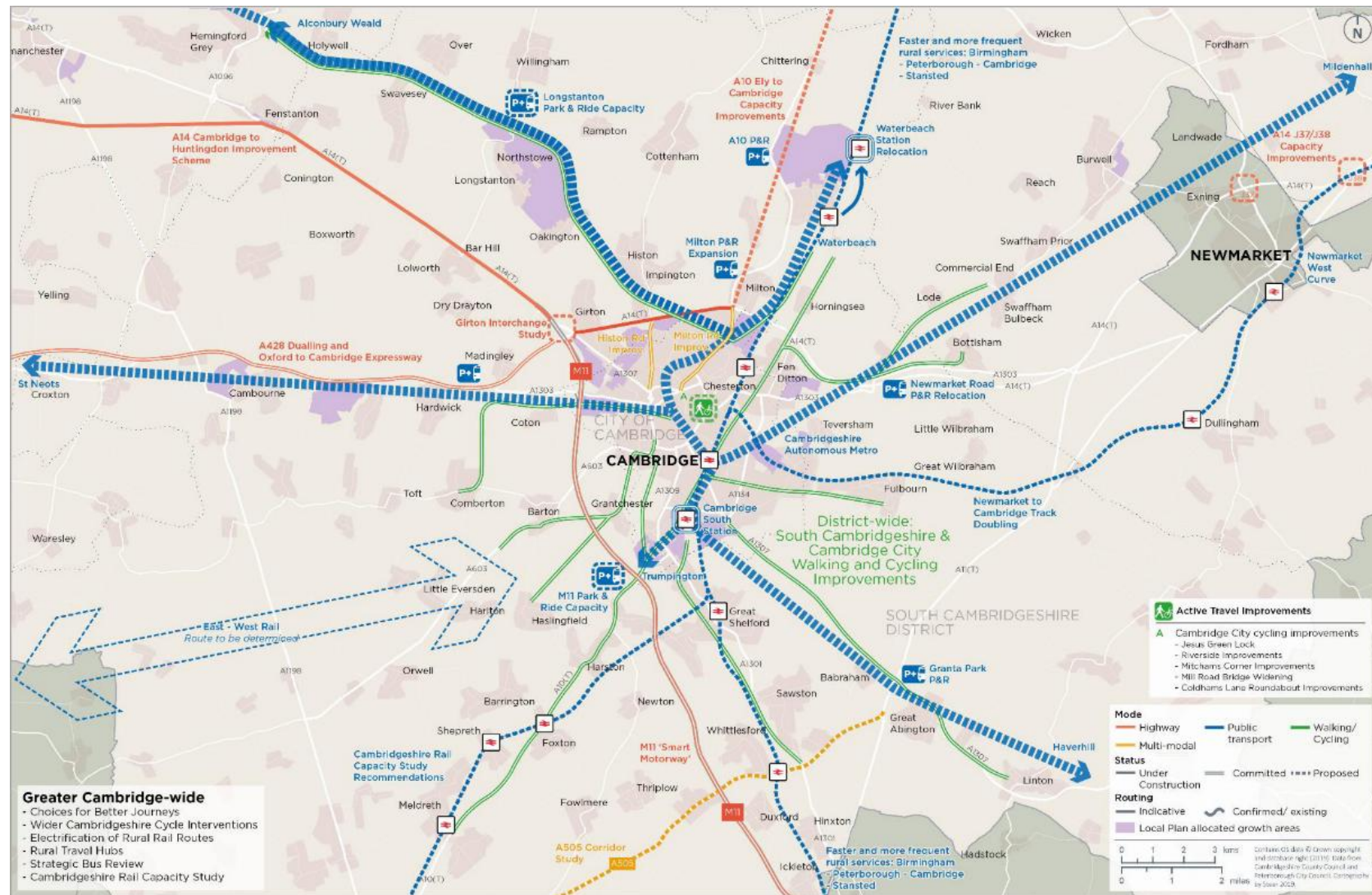
#### **Transport challenges**

- 3.49 Supporting this growth presents a unique challenge for Greater Cambridge. There is a clear need for an ambitious approach to significantly increase transport capacity to support additional trips from new residents, while tackling congestion on the highway network and creating more attractive, less car-focused places to live and work. Tackling congestion was identified in the City Deal as a key barrier to growth. The Greater Cambridge Partnership aims to reduce traffic by up to 15% on 2011 levels, equivalent to taking one in four cars off the road compared to today's traffic flows. Commuters into Cambridge by car spend on average a quarter of their journey time stuck in traffic, with significant implications for their productivity and wellbeing.
- 3.50 To improve people's journeys into and around Greater Cambridge, we need to significantly improve and expand the public transport network and invest in better active travel infrastructure. More people need to walk, cycle or use public transport for their journeys, rather than driving as they do today. Without action, the number of car journeys may rise by up to 50% by 2031, impacting on local air quality and health outcomes, and potentially threatening Greater Cambridge's outstanding quality-of-life. Cambridge is a historic city, and simply providing additional highway capacity to support growth does not form a viable or attractive option.
- 3.51 Delivering a more sustainable public transport network, combined with better walking and cycling infrastructure, will better connect communities and employment areas and provide a genuine alternative to the car. Today, congestion means that many bus services are comparatively slow, particularly on routes into the city, leading to poor reliability that can mean that users do not feel they can rely on the bus to travel to work or access essential services. In rural areas, many services are infrequent or non-existent, with services limited at evenings and weekends, undermining the ability of the public transport network to compete with the car. There is also no comprehensive demand-responsive service for those communities not directly served by the bus network.
- 3.52 Many major destinations and employment sites, such as the Cambridge Biomedical Campus and the West Cambridge Site, lack good public transport accessibility, with bus services limited to those running along specific corridors to the city centre, rather than providing wider accessibility to market towns and new settlements in Greater Cambridge. Future growth is expected to be focused at such sites, and so there is a clear need for improved public transport accessibility to both provide a genuine alternative to the car (and hence alleviate congestion) as well as ensure that Greater Cambridge's dynamic, highly productive firms have the best access to skill and talent elsewhere.



- 3.53 Although much of the region has benefited from significant investment in high-quality infrastructure for non-motorised users, such as new cycleways along Huntingdon Road, many city districts and local villages lack safe, attractive pavements and cycleways. Concerns with cycling amongst traffic, particularly on congested and polluted roads, acts as a key deterrent to active travel, and hence there is a clear need to invest in improved infrastructure to make walking and cycling an attractive option for short trips.
- 3.54 Our detailed plans and projects to exploit the opportunities and overcome the challenges faced by Cambridge and its environs are summarised in Figure 3.2.

Figure 3.2: Summary of key projects in Greater Cambridge



### **Progress to date**

- 3.55 Greater Cambridge has seen several transport schemes come to fruition since the adoption of the Cambridgeshire Local Transport Plan 3 in 2014, delivered through the combined efforts of the Greater Cambridge Partnership, Cambridgeshire County Council and the Combined Authority.
- 3.56 Efforts have focused on delivering sustainable transport improvements, with the Greater Cambridge Partnership completing a number of improvements to cycle routes including the A10 cycleway to Melbourn and four cross-city cycling schemes, with work beginning on the 'Chisholm Trail' including a new bridge over the River Cam. Cambridgeshire County Council recently secured £10.1 million from the DfT's Cycle City Ambition Fund that funded 'Dutch-standard' cycle routes on major road corridors into Cambridge, including the Huntingdon Road.
- 3.57 Several major improvements have also been made to the city's public transport network, including the opening of a new £44m railway station – Cambridge North – in 2017. Designed to serve the Cambridge Science Park – a major employment site – together with surrounding residential areas, more than 450,000 journeys are already made annually to and from the station. Improvements have also been made to Cambridge station, with a larger concourse and ticket office, and additional ticket gates and machines, completed in 2017, following completion of the largest multi-story cycle park in the country, with more than 2,500 spaces.
- 3.58 Against a background of falling bus patronage and national reductions in service mileage, the Combined Authority in partnership with District Councils have provided new grants to continue to support vital bus services linking smaller towns and villages in South Cambridgeshire to the city, such as the X3 from Papworth to Cambridge, the 196 from Waterbeach to Cambridge, the 31 from Barley to Cambridge and the 75 from Wrestlingworth to Cambridge.

### **Our approach**

- 3.59 Sustainable transport, including investment in walking, cycling, rapid transit and better bus and rail services, is central to our strategy. A measure of success will be more people travelling on foot, by bike and public transport, reducing congestion, improving air quality, working towards net zero carbon emissions, and helping to create attractive, healthy, and thriving streets and communities where people want to live. Our strategy is ambitious, but deliverable, and represents a step-change in planning how people travel across the region.
- 3.60 Delivery of the CAM in collaboration with the Greater Cambridge Partnership will provide a reliable, high frequency metro service between the employment hubs and high-tech clusters of Greater Cambridge, including the Cambridge Science Park and Biomedical Campus, with the city centre and surrounding market towns and new settlements. Work is already underway on the first phase of the CAM through the Greater Cambridge Partnership's programme to provide high quality, segregated public transport routes along key corridors, including links to Cambourne, Granta Park, Cambridge East and Waterbeach.
- 3.61 CAM will provide a step-change in public transport connectivity across the region, with services being segregated from other motor traffic within Cambridge. It will enable residents and visitors to travel quickly and easily across Greater Cambridge, providing better access to employment and education, broadening labour markets, and thereby supporting our dynamic economy. The scheme, including segregated links to Cambourne, Granta Park and Waterbeach, will also significantly improve the accessibility of new settlements (such as Bourn Airfield and Waterbeach New Town), supporting the delivery of much-needed homes, and

major employment clusters at the Cambridge Biomedical Campus and Science Park, supporting productivity growth and the creation of skilled, well-paid jobs. Each CAM route – outside of the tunnelled city centre section – will include segregated parallel infrastructure for pedestrians, cyclists and horse riders, opening up new commuting opportunities on foot or by bike, similar to that already achieved by the Cambridgeshire Guided Busway.

- 3.62 Complementing CAM will be a comprehensive, better integrated network of local bus services, connecting the suburbs of Cambridge and smaller towns and villages to employment centres across the area and the CAM network. Park & Ride sites will continue to provide sustainable options for those who do not have a feasible alternative to the car. These will be better integrated into surrounding local transport networks, acting as travel hubs with high-quality interchange between CAM and local bus and demand-responsive services, together with the walking and cycling network. Local buses – and demand-responsive transport within South Cambridgeshire – will be designed to ensure that no one is outside of the reach of safe, reliable public transport, and hence helping to maximise social inclusion for those who lack access to a car.
- 3.63 Improved Dutch-quality segregated infrastructure for pedestrians, cyclists and horse riders – such as the Greater Cambridge Partnership’s ‘Greenways’ programme – will encourage active travel by making it a safer, more attractive travel option within our communities, and seamlessly connecting into the public transport system. More journeys by bike and on foot will help to reduce air pollution, support better health outcomes, and alleviate congestion on the highway network. New technology, such as affordable electric bikes, will increase the attractiveness of cycling to new groups of people and extend the distance at which people are willing to cycle. We will support the introduction of bike sharing schemes, to facilitate cycling for visitors and those making ‘one-way’ trips, subject to the agreed *Code of Conduct for Cambridge* agreed with local councils to ensure that negative impacts on the urban realm are minimised.
- 3.64 Residents of all ages – including children and teenagers – will be able to cycle to school, college, the shops or the cinema safely, helping them live healthy lives and providing them with the independence to travel without being driven by family. Better designed streets, with improved active travel facilities, will be less dominated by traffic, helping to create attractive communities and better places to live in line with the guidance within the new *Making Space for People* Supplementary Planning Guidance, funded by the Greater Cambridge Partnership. The Supplementary Planning Guidance is expected to be adopted shortly.
- 3.65 Improved rail services, such as faster, more frequent services between Peterborough, Cambridge and Stansted Airport, and a new station at Cambridge South, will help to improve inter-regional connectivity, and provide important longer-distance commuting links into Cambridge. Cambridge South station will support development at the Cambridge Biomedical Campus, expected to generate over 30,000 additional journeys by 2031, and relieve congestion in and around the campus by providing greater sustainable transport options. Commuting into Cambridge by rail will become a more attractive option, allowing residents to switch from car and improving access to skilled labour for our dynamic, productive firms.
- 3.66 Demand management in Cambridge will be considered to reduce congestion, improve air quality, work towards net zero carbon emissions, and help fund an improved public transport network, while ensure that Cambridge’s road network is prioritised for walking, cycling and public transport. The Greater Cambridge Partnership’s recent engagement with the public through the *Choices for Better Journeys* initiative and the UK’s first Citizens’ Assembly on transport for views on different options for delivering demand management in the city.

- 3.67 Our highway network will still play an important role for some journeys, particularly those between our rural villages and for freight movements. Targeted highway improvements will provide additional capacity for essential highway trips where major population growth is expected, such as investment in the A10 at Waterbeach New Town, accompanied by investment in sustainable transport. Improvements to orbital corridors – such as the M11 – will help to ensure that strategic traffic can bypass Cambridge effectively and reduce traffic flows through Cambridge and smaller towns and villages.
- 3.68 We will assess the feasibility of investing in a limited number of specific ‘pinch points’ in the highway network that currently contribute to severe localised traffic congestion and cannot be alleviated through other means, accompanied by complementary initiatives to avoid knock-on impacts elsewhere on the network. Support will be given to wider strategic upgrades to the highway network, such as the completion of the Oxford to Cambridge Expressway, to improve connectivity and key freight linkages with the rest of the country.

#### *Working in Partnership*

- 3.69 Key to successfully delivering our strategy is working in collaboration with key local partners. Several organisations have specific responsibilities for transport, planning and project delivery, and hence, partnership working is key to delivering our vision for Greater Cambridge. These include working closely with:
- The Greater Cambridge Partnership, who are currently leading the development of a series segregated public transport corridors from Cambridge to Cambourne, Granta Park and Waterbeach that will form part of the future CAM network.
  - The local planning authorities of Cambridge City Council and South Cambridgeshire District Council.
  - Cambridgeshire County Council, who have responsibilities for maintenance and investment in the local highway network, as well as local bus services, and will be key to helping realise our plans for local transport accessibility.
  - DfT, Highways England, Network Rail, the East West Rail Company, and Train Operating Companies responsible for delivering wider strategic transport improvements.
- 3.70 Engagement with large employers, organisations at large employment sites, and developers will continue to be critical in order to successfully deliver our strategy and vision for Greater Cambridge. Detailed plans and projects are set out below.

#### **Strategic projects**

- 3.71 Several highway and public transport corridors link the Cambridge urban area to the towns and villages of South Cambridgeshire, and form strategic links between Greater Cambridge, the rest of the Combined Authority, and the rest of the country. Major residential and employment development is proposed at points along these corridors. This growth will help support the continued success of Greater Cambridge – and the wider Combined Authority – by providing the floorspace for companies to expand and prosper, and the new homes that are key to alleviating Greater Cambridge’s housing affordability crisis. However, in the absence of intervention, this growth will result in increasing congestion and worsening journey times, particularly in peak periods.
- 3.72 Working in partnership with the Greater Cambridge Partnership, we have developed a package of significant public transport, walking and cycling improvements, alongside targeted highway investments. The aim of these package of measures is to deliver a more sustainable



transport system. These schemes, underpinned by our policies, will help make travelling on foot, by bike or public transport more attractive than by car, thereby alleviating congestion and supporting the region's growth.

*North – towards Waterbeach and Ely*

- 3.73 Waterbeach New Town, located six miles north of Cambridge along the A10 corridor, will be home to a new settlement of approximately 9,000 homes. Key to building sustainable travel patterns, and a successful thriving community, is comprehensive and reliable public transport provision. We will support Greater Cambridge Partnership in the delivery of a new segregated public transport corridor to Cambridge, integrated with a new travel hub with parking, to provide a genuine alternative to the private car. This will form a first phase of the CAM network, operated by high-quality electric vehicles, prior to the opening of tunnels under the city centre. Relocation of Waterbeach station, with a larger car park and longer platforms, and a 'Greenway' from Waterbeach to Cambridge for pedestrians, cyclists and horse riders, will also help to attract drivers away from their cars and create a more sustainable transport system for the region.
- 3.74 Dualling of the A10, combined with upgrades to Milton Interchange, will provide additional highway capacity where required to support developments and assist in the alleviation of chronic traffic congestion along the corridor. It will be accompanied by parallel infrastructure for non-motorised users.

*West – towards Cambourne, St Neots and Bedford*

- 3.75 Along the A428/A1303 corridor, the Cambourne to Cambridge scheme being led by the Greater Cambridge Partnership will deliver a segregated public transport corridor from Cambourne. This corridor will serve the future housing sites at Cambourne West and Bourn Airfield, to West Cambridge and other key employment sites and destinations. Similarly, to Waterbeach, this will form a first phase of the CAM network, operated by high-quality electric vehicles, and will include a new Park & Ride site at Scotland Farm or Madingley Mulch. It will help to attract those who currently drive to public transport, and hence contribute towards reducing the impacts of traffic on local communities. Parallel facilities for pedestrians, cyclists and horse riders will create new opportunities for active travel to and from Cambridge.
- 3.76 East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will also transform public transport connectivity along the Oxford to Cambridge corridor and, subject to consultation, is expected to serve new or expanded stations in Sandy, Tempsford, Cambourne and/or Bassingbourn depending on the alignment chosen. It will open up new sustainable commuting opportunities to Cambridge from the west and create a direct rail link along the Oxford to Cambridge arc for the first time since the 1960s.
- 3.77 Dualling of the A428 between Cambourne and St Neots, currently being proposed by Highways England, will improve access to and from Greater Cambridge from St Neots, Bedford and the wider Strategic Highway Network. This will form the first phase of the Oxford to Cambridge Expressway.

*South – into South Cambridgeshire and towards Stansted Airport*

- 3.78 Along the A10 and M11 corridors, we will continue to work with partners to deliver improvements to key rail routes, including an increased frequency of trains to Stansted Airport, and in the longer-term an upgrade of the M11 to 'smart motorway' standard around Cambridge to improve journey time reliability along this key strategic route. This will help to



ensure that the M11 continues to act as a strategic bypass for Cambridge, and limits traffic flows through the city. Additional Park & Ride capacity, including at M11 Junction 11, will also help to reduce traffic within central Cambridge by providing more sustainable travel options for those outside the reach of existing high-frequency public transport links.

- 3.79 Improvements to the A505, including better orbital public transport, local junction improvements and/or dualling, will help to relieve traffic congestion and support growth at the Wellcome Genome Campus, Granta Park and the proposed North Uttlesford Garden Community in North Essex. We will continue to explore how to improve sustainable cross-border connectivity from Greater Cambridge to the proposed North Uttlesford Garden Community, in partnership with Uttlesford District Council, reflecting the likelihood for high levels of commuting between the Garden Community and Greater Cambridge.

*East – the biotech corridor and towards Newmarket and Haverhill*

- 3.80 The Cambridge Biomedical Campus, located on the south-eastern fringe of Cambridge, is expanding rapidly, and is expected to be home to 26,000 workers by 2031<sup>40</sup>. It will be linked directly to the A1307 corridor by the Cambridge South East scheme, currently being developed by the Greater Cambridge Partnership. This will deliver a segregated public transport corridor from Granta Park to the Cambridge Biomedical Campus and a new Park & Ride site near the A11, which will form part of the CAM network at opening. This will be combined with additional bus priority measures along the A1307 corridor to Haverhill, and a segregated path for pedestrians, cyclists and horse riders.
- 3.81 The improvements described above will significantly enhance the accessibility of the Cambridge Biomedical Campus, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, thereby supporting the creation of high-value jobs in life sciences and research and development. In addition, they will improve connectivity towards Haverhill and supporting future housing growth. The segregated public transport corridor will form a first phase of the CAM network, operating with high-quality electric vehicles prior to the opening of tunnels under Cambridge city centre, and will be accompanied by a new active travel 'Greenway' along the corridor.
- 3.82 Frequency enhancements on the rail corridor to Newmarket accompanied by an increase in Newmarket to Cambridge services to half-hourly, will help to provide a genuine alternative to driving along the A14 corridor and help to reduce traffic in Cambridge city. We support electrification of this key route in the longer-term, to reduce journey times for passengers and provide a key component of the electrification of the rail freight route from Felixstowe to the Midlands.

**Local projects**

- 3.83 The city of Cambridge, and its large employment sites in the vicinity of the city centre (at the Cambridge Biomedical Campus, the Cambridge Science Park and West Cambridge), forms the centre of the region, and accounts for 23% of employment. Future growth is expected to be concentrated primarily at 'fringe' sites in the city that will place new and renewed pressures on the highway network. Sustainable investment in our transport network, both within the City and on the surrounding corridors, is imperative to supporting future growth, and relieving congestion by attracting people out of their cars.

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<sup>40</sup> **Source: [Greater Cambridge Partnership website](#) (Greater Cambridge Partnership, 2019)**

- 3.84 Across the region, we will continue to improve our public transport network to increase accessibility and encourage people out of their cars. The Greater Cambridge Partnership is already making significant investment in bus priority, alongside walking and cycling facilities, along the Histon Road and Milton Road corridors. Our proposals for the bus network will help to increase frequencies, improve reliability and reduce journey times, both within Cambridge and our rural towns and villages, based on the recommendations of the recently-completed Strategic Bus Review. The Greater Cambridge Partnership's recent public engagement, *Choices for Better Journeys*, explored the public's views on how to improve and fund public transport within Cambridge through investment in public transport, walking and cycling, as well as proposals for tackling congestion, improving air quality and enhancing public realm through better managing demand for road space.
- 3.85 High-quality active travel facilities, both within Cambridge and between smaller towns and villages in South Cambridgeshire, will ensure that active travel is an option for all journeys, either for journeys in their entirety or for accessing the wider public transport network. Initial investment will be focused on improvements on new segregated cycleways on key radial routes within Cambridge, including along the Histon, Milton and Huntingdon Roads, together with the Chisholm Trail, a new cross-city link including a new bridge over the River Cam, and the Greenways programme that is currently being delivered by the Greater Cambridge Partnership. Greenways will deliver new and improved segregated links from Cambridge to twelve market towns and villages in South Cambridgeshire, providing safe and attractive facilities for walkers, cyclists and horse riders away from traffic for the first time.
- 3.86 In the longer-term, across the timespan of this Local Transport Plan, continued investment in active travel will help to achieve the ambition of connecting all communities in Greater Cambridge with safe, attractive infrastructure, largely segregated from traffic, for non-motorised users. New travel hubs and interchanges, including with CAM, will enable individuals to easily access transit, even when they are outside walking distance of a CAM stop or a railway station. Our policies will help to ensure the benefits of new infrastructure are maximised, including working with employers to provide good cycle parking facilities to encourage e-bikes and cycle freight.
- 3.87 In the longer-term, Greater Cambridge will benefit from CAM, which will seamlessly link our market towns and new settlements to major destinations within Cambridge, including the city centre, the Biomedical Campus, West Cambridge and the Cambridge Science Park via new tunnels under central Cambridge.
- 3.88 The first phases of CAM will include new segregated links to Cambourne, Haverhill (via Granta Park), East Cambridge and Waterbeach New Town, being delivered by the Greater Cambridge Partnership from 2024, prior to the opening of the tunnelled sections providing cross-city connectivity from 2029. Operated by electric, rubber-tyred vehicles, segregated from traffic, CAM will deliver a high-quality, reliable transport network with fast journey times competitive with the private car. CAM is key to our proposals to reduce traffic in Cambridge by attracting people out of their cars, helping to improve air quality, free up road space for walking and cycling and create less traffic-dominated and more attractive places to live.
- 3.89 Expanding access to the rail network, including delivering a new station at Cambridge South to directly serve the Cambridge Biomedical Campus. Additional rail services from Cambridge, Cambridge North and the future Cambridge South to Stansted Airport, Ely and Peterborough, will be prioritised with the aim of each key destination having at least a half-hourly service to and from Cambridge. Our work will be informed by the Cambridgeshire Rail Capacity Study

that has identified network constraints on the Cambridgeshire rail network, with the view to identifying potential improvements to facilitate additional services and/or routes.

## Huntingdonshire

### Background

- 3.90 Huntingdonshire is the largest district in Cambridgeshire, with a population of 170,000 across an area of over 900 km<sup>2</sup>. It is predominately rural in nature, with a sparse population density of just four people per acre – compared to 75 in Cambridge<sup>41</sup> – with local employment and key services focused in the large towns of Huntingdon and St Neots, together with St Ives to the east. Huntingdonshire's towns and rural villages have strong links to neighbouring communities, including Cambridge to the east, Peterborough to the north and Bedford to the south-west. These provide employment, shopping, leisure and health services to complement those available within the district and generate significant long-distance travel demand.

### Recent and planned growth

- 3.91 Huntingdonshire's population has grown by around 20% over the past 20 years, partly in response to housing market pressures in and around Cambridge. Recent housing and employment growth have been concentrated in and around the district's main towns, and to a lesser extent within the larger villages, placing a significant pressure on the region's transport infrastructure.
- 3.92 The Huntingdonshire Local Plan outlines proposals for at least 20,100 new homes (both market and affordable), together with 14,400 additional jobs, in the period 2011-2036. Development is expected to be focused in four spatial planning areas, reflecting their status as the district's traditional market towns and most sustainable centres. These are:
- Huntingdon, including Brampton and Godmanchester, and the new settlement of Alconbury Weald;
  - St Neots, including Little Paxton and the urban extension at St Neots East;
  - St Ives, including the redevelopment of the Wyton Airfield site, subject to alleviating local transport constraints in timescales beyond the current Local Plan period; and
  - Ramsey, including the former RAF Upwood site.

### Transport challenges

- 3.93 Reflecting the district's rural geography, local communities rely on the private car for the vast majority of trips. For example, approximately 79% of journeys to work within the district are by road, which contributes towards local congestion and poor air quality. High traffic flows, particularly through rural villages and high streets, have a negative impact on the local environment, and make it less attractive to walk or cycle for local journeys. Many rural, single-carriageway roads, with high traffic speeds and substandard alignments have poor road safety records and can present challenges for freight transport.
- 3.94 While the region benefits from excellent strategic links, including the East Coast Main Line and the A14, A428 and A1, these also suffer from significant traffic congestion, particularly at key junctions (such as the Buckden Roundabout). Longer-distance journeys originating in Huntingdonshire, particularly towards Cambridge, contribute towards congestion and poor air quality problems.

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<sup>41</sup> Source: [Huntingdonshire's Local Plan to 2036: Proposed Submission 2017](#) (Huntingdonshire District Council, 2018)

- 3.95 In addition, those who lack access to private transport – particularly within rural villages – often have limited access to good public transport that exacerbates social exclusion and can mean that some are ‘forced’ into car ownership as they feel they have little practical alternative to access employment or other key services. Some bus services, particularly within rural areas, are infrequent, and community transport for those not directly served by bus does not always provide a sufficiently comprehensive service. Dedicated, high-quality walking and cycling infrastructure is also limited outside of Huntingdon, St Neots and St Ives and deters the use of active modes and contributes to poor health outcomes.
- 3.96 Aside from the East Coast Rail Line and the successful Guided Busway, linking Cambridge to St Ives, there is a notable lack of sustainable, high-quality, long-distance public transport connectivity from Huntingdonshire. This acts to limit the commuting opportunities of residents in Huntingdonshire, making it difficult to travel to employment or education opportunities further afield, such as at the Cambridge Biomedical Campus or Cambridge Regional College.
- 3.97 Future development, in particular at Alconbury Weald, is dependent on securing significant upgrades to the region’s highway and public transport infrastructure. If these developments are to be attractive places to live and work, they need to be; well-integrated into the region’s key highway network (and the A1 and A14) without worsening congestion; and, include seamless public transport connectivity to Huntingdon, Cambridge and London. Environmental constraints of such transport infrastructure must also be suitably mitigated.

#### **Progress to date**

- 3.98 Located directly between Cambridge and Peterborough, the transport network in Huntingdonshire is critical to the success of the Combined Authority as a whole. Several improvements have been made to Huntingdonshire’s transport network since the publication of the Cambridgeshire Local Transport Plan in 2014, including the £1.5bn A14 Cambridge to Huntingdon improvement scheme. The first section of this route, between Swavesey and Brampton Hut at the A1 to the south of Huntingdon, opened in December 2019, with the complete route expected to open in 2020. This will include the removal of the A14 viaduct over Huntingdon Town Centre, helping to create a more attractive environment within the town, with the wider upgrade of the route alleviating a serious bottleneck on the major highway link between Cambridge and Peterborough.
- 3.99 Major investment is also being delivered in St Neots, where a £4.1million bid for investment was agreed by the Combined Authority board in June 2018 as part of a package of investment and initiatives designed to pave the way for accelerated growth within the town. These initiatives were outlined in the St Neots Masterplan, which includes a range of future projects such as a new foot and cycle bridge and improvements to street furniture to improve the towns ‘urban realm’, to be completed in 2021. The ambitious nature of these schemes, and their progressive vision has led to St Neots being declared the first ‘Smart Town’ in the country.

#### **Our approach**

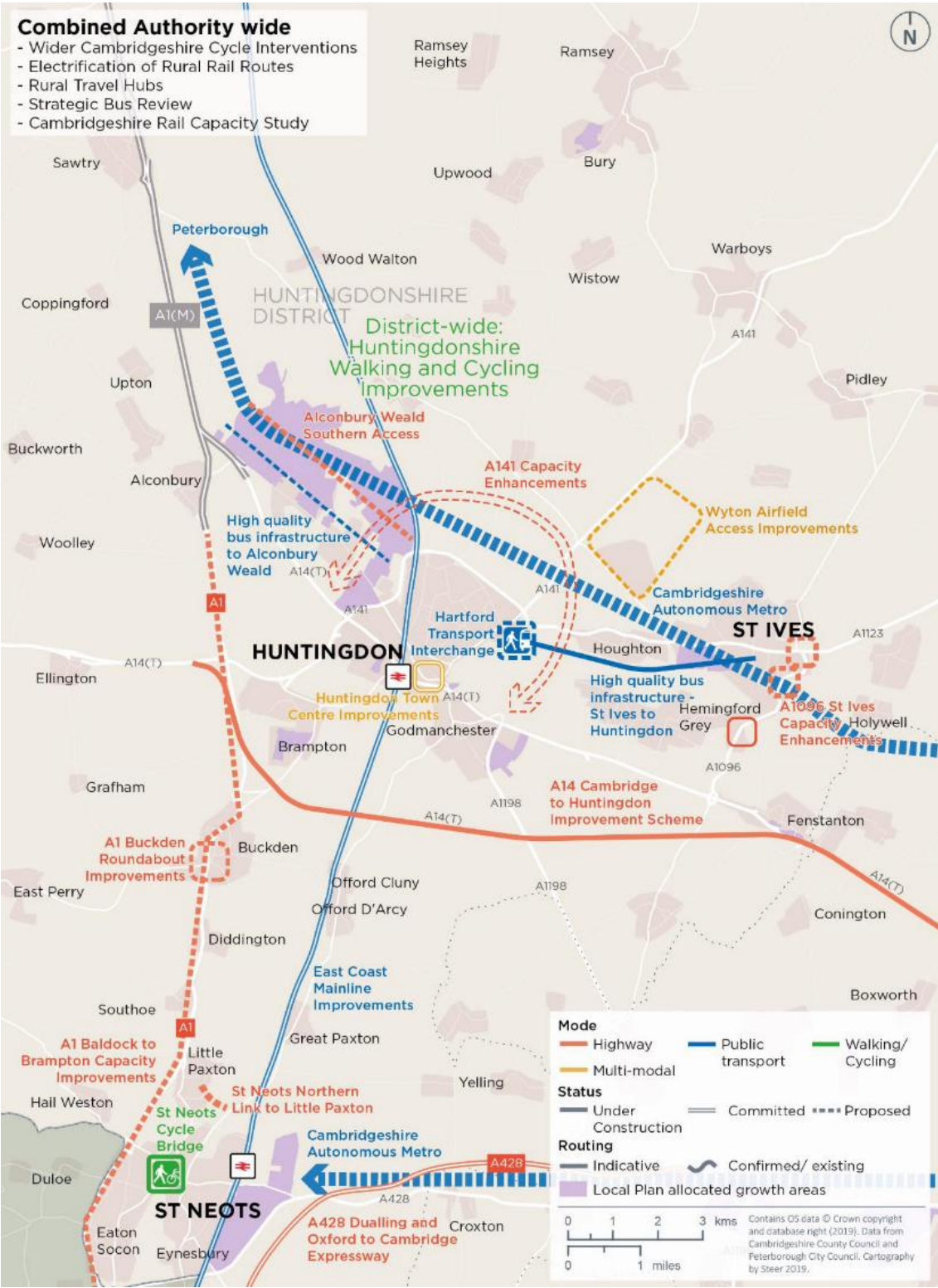
- 3.100 Reflecting our rural geography, many longer distance journeys within Huntingdonshire will continue to take place by road. We will therefore continue to invest in our highway network, alongside sustainable alternatives, to tackle key ‘pinch points’, alleviate local traffic congestion and improve safety. Our approach will seek to prioritise improving access to new development sites, together with improving strategic connectivity to Greater Cambridge and the rest of the country.

- 3.101 Our strategy for the bus network is key to delivering this, with frequent services on ‘core’ inter-urban routes, such as St Neots – Cambourne – Cambridge and Alconbury – Huntingdon – St Ives – Cambridge. These will be complemented by a set of ‘local’ routes, with a sustainable but attractive and consistent frequency, linking larger market towns and some smaller villages, such as Huntingdon – Brampton – Buckden – St Neots, and Huntingdon – Godmanchester – Papworth Everard – Cambourne. This will be supported by a review of levels of service at evenings and weekends. Improved bus priority measures, particularly within Huntingdon, have the potential to deliver faster, more reliable journeys that can compete with the car on journey times.
- 3.102 Many Huntingdonshire residents, however, live within smaller villages outside of the reach of existing bus services, or receiving an infrequent service. Working in partnership with Huntingdonshire District Council, we will ensure that local community and demand-responsive transport provides accessibility for all, integrated into the bus and rail network with dedicated interchanges and joint ticketing.
- 3.103 Our approach will integrate all forms of public transport – including rail services, local buses and community and demand-responsive transport – to provide a seamless, attractive and comprehensive rural public transport network. We will work to adapt existing rail and bus stations in rural travel hubs, offering improved real-time information provision, waiting facilities and cycle and car parking, supported by a more unified, integrated ticketing system.
- 3.104 We will also explore opportunities to enhance strategic public transport accessibility and support growth through new infrastructure, including improving multi-modal connectivity to Alconbury Weald through new segregated transit links between St Ives, Huntingdon and Alconbury – planned to be integrated into the future CAM network – together with support for East West Rail to provide a direct rail service from Huntingdonshire to Cambridge, Milton Keynes and Oxford. This will help to significantly reduce journey times to major cities elsewhere, creating new opportunities for work and leisure for our residents while supporting expanding the labour market and Cambridgeshire and Peterborough’s productivity.
- 3.105 Additional highway capacity and improved accessibility is primarily required at major development sites such as Alconbury Weald, in order to support the delivery of much-needed homes and jobs. We will invest in improved access to these sites, particularly around the heavily congested A141 Huntingdon Northern Bypass corridor, helping to create faster, more reliable journeys by car. Investment in improved regional highway connectivity, such as the dualling of the A428 between Cambourne / Caxton Gibbett and the Black Cat Roundabout, as part of the delivery of the wider Oxford to Cambridge Expressway, will also improve accessibility to Greater Cambridge and the rest of the country, and help to make Huntingdonshire a more attractive place to live or locate a business. Improvements to the A14, one of the most congested routes in the country, are currently underway and include a new bypass to the south of Huntingdon and upgrades to a 21-mile section. Work is due to be completed in 2020 and will bring journey time, reliability and safety benefits to residents, workers and businesses alike.



- 3.106 It is important, however, that the delivery of much-needed improvements to our key road corridors is not at the expense of better walking, cycling and public transport connectivity, and does not result in car dependency. New highway infrastructure will therefore be planned in conjunction with sustainable transport links, planned in accordance with the highest design standards to minimise the impact on the natural environment, and to reduce traffic in local residential streets.
- 3.107 New, high-quality active travel infrastructure – such as a new foot and cycle bridge at St Neots – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. 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 – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality.
- 3.108 Key to ensuring a safe, accessible transport network for all that supports social inclusion and access to opportunity is our package of investment and financial support for our rural public transport network. More people will have a genuine alternative to the car in the form of access to reliable, comprehensive public transport, with the aim – as set out in the Strategic Bus Review – of ensuring that all of Huntingdonshire has a public transport service that provides access to employment, education, shopping and recreation, at a reasonable frequency.
- 3.109 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.3.

Figure 3.3: Summary of key projects in Huntingdonshire



## **Strategic projects**

### *North / South*

- 3.110 The A1/A1(M) runs through the middle of Huntingdonshire, acting as a key strategic route to London and Northern England, together with a key local corridor between St Neots, Huntingdon and Alconbury. Between Junction 10 at Baldock (in Central Bedfordshire) and Junction 14 at Alconbury, the route suffers from significant congestion and a poor safety record, due to a sub-standard alignment, numerous at-grade right-turn junctions, and five roundabouts on an otherwise grade-separated route between the M25 and Newcastle-upon-Tyne in the North East of England.
- 3.111 The Combined Authority, therefore, supports improvements to the A1 corridor, as currently being explored by Highways England, including the potential for upgrades between Baldock (near Biggleswade) and Brampton (near Huntingdon), and more local improvements to junctions and existing roundabouts, particularly at Buckden where there are specific challenges with road safety and access to the village. These improvements will help to provide significant capacity for future housing and employment growth within Huntingdonshire, together with improving safety along the corridor, reducing severance to local villages, and improving journey times and reliability for journeys to, from and within Huntingdonshire along the A1 corridor.

### *East / West*

- 3.112 East – West accessibility from Huntingdonshire, in particular to and from Cambridge, is limited, and hence the Combined Authority is supporting a number of improvements currently being developed by Highways England and the East West Rail Company.
- 3.113 East – West Rail will provide a new railway corridor linking Cambridge, Bedford and Milton Keynes to Oxford, transforming public transport accessibility across the Oxford to Cambridge arc and supporting the arc's ambitious plans for growth, as outlined by the National Infrastructure Commission. Proposals for the 'Central Section' of East – West Rail between Cambridge and Bedford were subject to consultation between January and March 2019 and will include new or expanded stations at Sandy, Tempsford, Cambourne or Bassingbourn, from which connections to St Neots, Huntingdon and a new travel hub at Alconbury Weald will be available. Feedback from the consultation is currently being analysed with a consultation feedback report and preferred route option expected to be issued shortly. The Combined Authority will continue to work with the East West Rail Company, together with the DfT, to deliver the new railway and ensure that it best serves Huntingdonshire through interchange with existing East Coast Main Line services.
- 3.114 The Oxford to Cambridge Expressway will also provide a new or upgraded grade-separated dual carriageway along the corridor, significantly improving accessibility to and from Huntingdonshire and improving journey times and reliability from Huntingdonshire to Cambridge and Bedford. Within our district, the project will include dualling of the A428 between Cambourne / Caxton Gibbet and the Black Cat roundabout on the A1, and a new three-level grade-separated interchange between the A1 and the A428. Subject to funding and planning approval, construction is expected to begin in 2021/22.

## Local projects

### *Improvements at Alconbury*

- 3.115 Significant new housing and employment growth is proposed to the east of the A14, between Huntingdon and Alconbury, in particular at Alconbury Weald. To support this growth, a number of local schemes are proposed, supported by the Combined Authority, including
- capacity and junction enhancements to the A141 around Huntingdon;
  - safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass; and
  - multi-modal accessibility to and from Alconbury Weald, with high-quality bus infrastructure linking this new development to Huntingdon, and the potential for a future CAM route to serve the site.

### *St Ives and Wyton Airfield*

- 3.116 To the east of Huntingdon, in and around another of the district's growth areas – St Ives – both highway and public transport projects are planned to mitigate the impact of development and connect the area's key residential and employment centres sustainably. These projects include capacity enhancements to the A1096 around St Ives and a transport interchange at Hartford, which would be the focal point of high-quality bus infrastructure connecting St Ives (Busway) with Huntingdon, Alconbury Weald and potentially Wyton Airfield in the long-term.
- 3.117 Furthermore, the Combined Authority wishes to understand how the highway network north of the Great River Ouse can be more effectively connected with the wider strategic road network. Capacity studies for the Huntingdon and St Ives areas are being progressed and an initial report is expected in 2020.

### *St Neots*

- 3.118 Finally, in the south-west of the district is St Neots – a market town served by a fast rail link into London, which makes it an attractive location for commuters. The limited public transportation links to and from the town centre to the train station, residential areas (old and new) and employment areas is hampering the connection of the town to its population. In addition, connectivity between the east and west sides of the town is restricted by a single roadway bridge crossing (B1428). Projects proposed to alleviate these issues include a pedestrian and cycle bridge across the Great Ouse, providing a safer, traffic-free alternative to the B1428 and a northern link road from the east of St Neots to Little Paxton in the north.

## East Cambridgeshire

### Background

- 3.119 East Cambridgeshire is a largely rural district with a population of approximately 81,000, centred around the cathedral city of Ely to the north-east of Cambridge. Along with Ely, there are two other urban settlements - Littleport and Soham. Approximately 45% of the district's population live in these three settlements, with the remainder spread between approximately 50 villages<sup>42</sup>. The district benefits from an attractive rural environment, including the special landscape and ecological value of the Fens, numerous historic villages, and the famous Anglican cathedral within Ely.
- 3.120 Ely forms the centre of East Cambridgeshire, acting as the district's main employment hub, and forming a key leisure, retail and education centre. The district also has close connections to Cambridge: 21% of East Cambridgeshire residents commute to work in Cambridge, and many also work elsewhere, with only 40% of employed people who live in the district also working there. Reliable, high quality transport links, in particular to Greater Cambridge, are therefore key to supporting the districts' economy.

### Recent and planned growth

- 3.121 Recent years have seen significant growth in East Cambridgeshire, with the population growing by 11% in the decade to 2017, greater than anywhere else in Cambridgeshire<sup>43</sup>. Ely has been the focus for much of this growth, strongly associated with the success of the Greater Cambridge economy. However, other than the recent construction of the Ely Southern Bypass, there has been limited investment in the regions' transport links.
- 3.122 The East Cambridgeshire 2015 Local Plan sets out the district's proposals to grow by 11,500 dwellings and 9,200 jobs by 2031, typically focused on the fringes of the largest settlements of Ely, Soham and Littleport. This includes:
- 4,000 homes within Ely, including 3,000 at Ely North;
  - 2,300 homes within Soham, focused on the eastern and southern edges of the town;
  - 1,500 within Littleport;
  - 1,900 within smaller villages in East Cambridgeshire.

### Transport challenges

- 3.123 As with neighbouring Huntingdonshire and Fenland, East Cambridgeshire residents rely heavily on the private car for making their journeys: for example, approximately 79% of trips to work within the district are made by car or van. Other than the A14 to the south, highway transport is limited to a network of rural, single-carriageway A-roads such as the A10, which can suffer from traffic congestion, including that associated with slower agricultural traffic. Ely's historic city core can also suffer from congestion, which undermines its attractiveness as a destination for tourism and shopping, or as a pleasant place for walking and cycling, and a careful balance is required between the need for access and retaining a thriving a diverse high street.

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<sup>42</sup> Source: [East Cambridgeshire Local Plan](#), (East Cambridgeshire District Council, 2015)

<sup>43</sup> Source: [Population estimates - local authority based by single year of age](#) (Office for National Statistics, 2019)



- 3.124 Many rural roads also have a poor safety record, with a combination of high traffic speeds and substandard alignments leading to a higher-than-average number of serious and fatal collisions.<sup>44</sup> High-quality walking and cycling infrastructure, particularly outside of Ely, is limited, which means that walking and cycling are unattractive, contributing towards congestion from short car trips and poor air quality.
- 3.125 While East Cambridgeshire, and particularly Ely, is well-served by the rail network, with direct services to Kings Lynn, Cambridge, London, Norwich, Stansted Airport, Peterborough and the Midlands and North West, some services, particularly on the Kings Lynn – Cambridge – London corridor during peak times, suffer from severe overcrowding, and services to Ipswich are only two-hourly. In addition, the complex junctions north of Ely act as a key constraint on capacity, and make it difficult to run additional train services.
- 3.126 Frequent bus services are limited to key corridors from Ely to Cambridge via Stretham and Waterbeach, to Newmarket via Soham and to March via Chatteris, although many services are particularly limited during the evenings and at weekends, reducing their ability to provide a genuine, attractive alternative to the car. East Cambridgeshire also benefits from a range of community transport services, including flexible ‘Dial-a-Ride’ services and community car schemes, although there is significant scope to create a more integrated, multi-modal transport network, with integrated ticketing, better connections and interchange facilities between modes.

#### **Progress to date**

- 3.127 Several major improvements to the transport network within East Cambridgeshire have recently been delivered, helping the district support economic growth and improve quality of life for local residents. Completion of the Ely Southern Bypass in 2018 has significantly eased congestion around Ely by better connecting Stuntney Causeway and Angel Drove, and improving safety by removing the need for heavy goods vehicles to use the railway level crossing and avoid an accident-prone low bridge. Partnership working was key to delivering the scheme, with funding from Cambridgeshire County Council, East Cambridgeshire District Council, the Combined Authority and Network Rail.
- 3.128 Continued improvements are also being made to the Kings Lynn to Ely, Cambridge and London rail route, with work to facilitate eight-car trains to Ely and Kings Lynn beginning in October 2019. Parallel improvements have also been made to pedestrian access over the River Ouse, by constructing a new walkway attached to the bridge that faces towards Ely. The walkway links the Fen Rivers Way and Ouse Valley Way footpaths together, providing a new circular walking route for residents and visitors to Ely.

#### **Our approach**

- 3.129 East Cambridgeshire, reflecting its rural geography, is heavily reliant on its highway network for travel, particularly between and within our rural towns and villages. Significant population growth, combined with increased long-distance commuting and a successful local economy, means that investment in tackling key ‘pinch points’ in the network, alongside investment in sustainable transport, is vital to relieving congestion and supporting growth.
- 3.130 Capacity is most constrained on the A10, which links Littleport, Ely and Waterbeach to Cambridge, and suffers from severe peak-time congestion and poor road safety. We will

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<sup>44</sup> Source: [Rural Road safety – policy options](#) (Transport Research Laboratory, 2007).



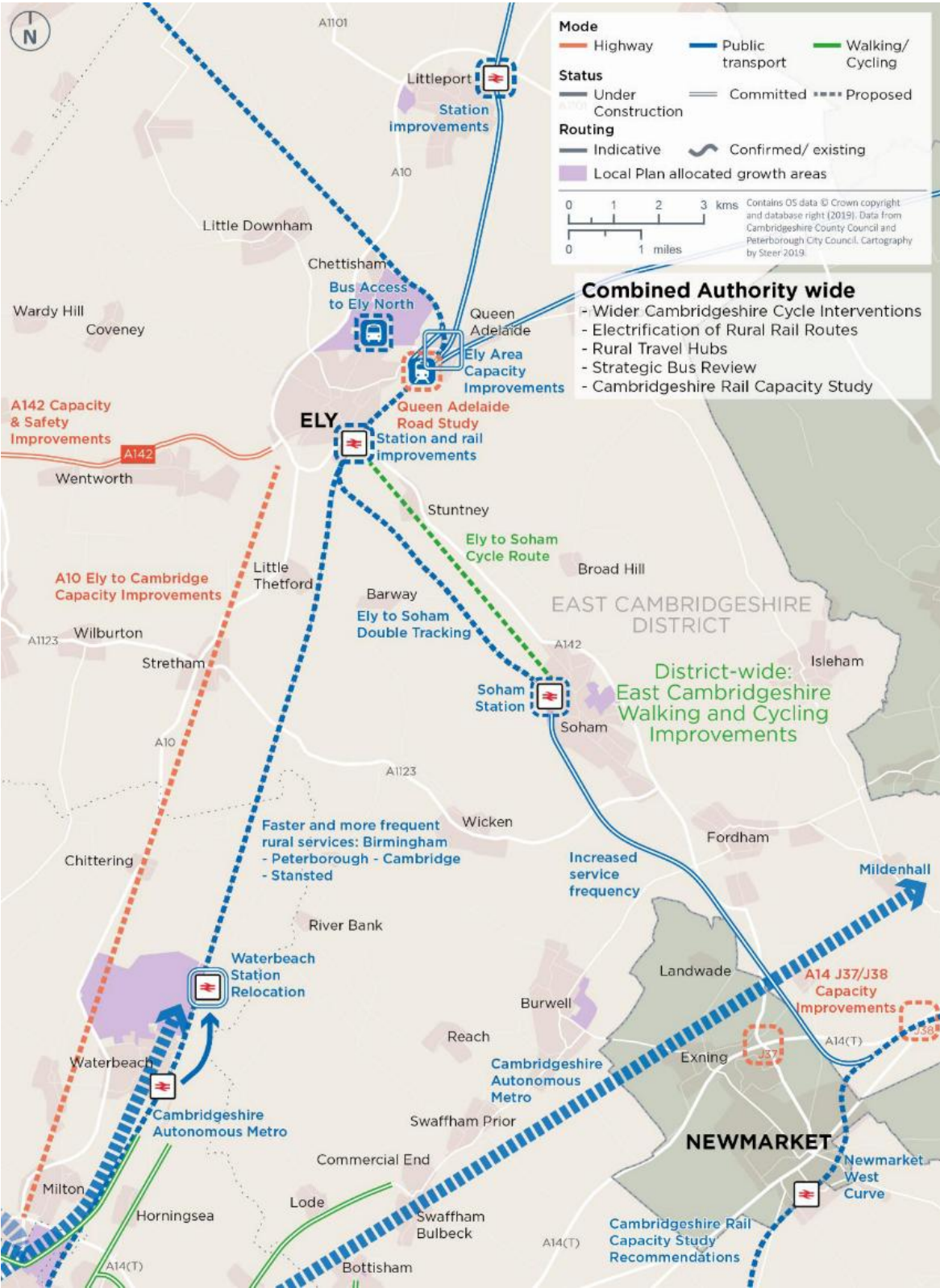
prioritise investment on this key route, improving journey times and reliability for drivers and freight movements, while also providing new high-quality segregated facilities for pedestrians, cyclists and horse riders along the route the first time.

- 3.131 This will be accompanied by investment in the parallel rail route, with the Ely Area Capacity Enhancement (EACE) scheme facilitating additional rail services to Cambridge, as well as additional services to Peterborough, Ipswich and Norwich, and a new station at Soham. These improvements will provide much-needed additional capacity, create new journey opportunities, and deliver faster, more frequent rail journeys for passengers, whilst maintaining highway access for residents and businesses in Queen Adelaide. New Park & Ride provision on the A10 corridor at Waterbeach, combined with a new segregated link to central Cambridge as part of the future CAM network, will help to limit the impact on Cambridge city centre of car-based trips originating in East Cambridgeshire.
- 3.132 These options will help to make longer-distance journeys to East Cambridgeshire quicker and more reliable, granting residents new opportunities to travel to job opportunities and shopping and leisure destinations elsewhere, while supporting Cambridgeshire and Peterborough's growth. Improvements to both road and rail will ensure that public transport continues to offer an attractive service to passengers and avoiding car dependency, while those whose journey is better suited to the private car will be able to travel on more reliable, less congested and safer roads.
- 3.133 To accompany improvements to our strategic transport links, we will also prioritise investment in and support for our local public transport network, ensuring access of opportunity for all. Our proposals for the bus network will deliver frequent, reliable services along key corridors, which could include Newmarket – Soham – Ely and March – Chatteris – Sutton – Ely, with a new 'minimum level of service' to ensure that the bus networks cater for travel at all times of day, for travelling to work or for leisure. We will continue to support community transport and demand-responsive services to provide accessibility for all, including those located in rural villages without access to a bus service and / or who lack access to a private car.
- 3.134 Together with our rail network (where we are planning to open a new station at Soham in the early 2020s and improve rail capacity across the district through improvements to rail junctions in Ely) we will explore how these services can be better integrated to provide a seamless public transport network, with improved timetabled connections, interchange facilities and integrated ticketing. These improvements will ensure that public transport acts as a genuine alternative to the private car, ensuring that everyone can easily access employment, education or key services elsewhere and hence ensure social inclusion.
- 3.135 New, high-quality infrastructure for pedestrians, cyclists and horse riders – such as high-quality cycleways in Ely and a segregated route to Soham – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. 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 – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality across the district.
- 3.136 Planning and provision of sustainable transport options for new developments, in conjunction with highway improvements where required, will help to promote healthy lifestyles and improve air quality, while ensuring that the district continues to offer an outstanding quality-

of-life. Within Soham, a proposed new railway station will help to support new development by making the town a more attractive place to live, greatly improving public transport links and offering an alternative to the car for existing residents.

3.137 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.4.

Figure 3.4: Summary of key projects in East Cambridgeshire



## **Strategic projects**

### *North / South*

- 3.138 The A10, and the parallel Cambridge to Kings Lynn railway line, form the main transport links between Ely and Cambridge. They enable travel between Fenland, East Cambridgeshire, West Norfolk and Cambridge, and directly serve a number of key centres of economic activity on the northern fringe of Cambridge and on the routes themselves. The Cambridge Science Park and neighbouring innovation centres and business parks on the northern fringe of Cambridge are home to an exceptionally high-performing cluster of high-tech and knowledge-based businesses. Because of their position linking these employment sites to residential areas in Ely and beyond, the road and rail links are very busy, particularly at peak times, when there is extensive congestion. There is limited capacity to accommodate further travel demand on this key corridor, which will impede further economic and housing growth if not addressed.
- 3.139 To support the continued success and growth of the high tech and knowledge-based cluster, more employment floorspace close to the existing sites is needed, as is affordable housing within the corridor for those working in these businesses. The lack of employment space and affordable housing constrain further growth of the cluster. Without further investment to manage and accommodate new travel demand, the increased volume of travel which will arise from these developments will exacerbate congestion and crowding problems already apparent today, and will displace traffic onto less suitable parallel routes.
- 3.140 The A10 Ely to Cambridge capacity improvements project includes a package of transport options designed to address these challenges and support growth, with the longer-term aspiration of dualling the A10 entirely between Ely and Cambridge. This includes a series of enhancements to junctions along the route, including at the Witchford Road and Cambridge Road roundabouts to support employment development at the Grovemere and Lancaster Way Business Parks. These improvements, in particular at the Witchford Road 'BP' roundabout, will provide a safe route for pedestrians, cyclists and equestrians to cross the A10, helping to provide attractive alternatives to the private car. Further work is planned to prioritise specific capacity and safety improvements to the western section of the A142, between Ely and Chatteris, where a high proportion of fatal collisions are a local concern, following a study earlier this year.

### *East / West*

- 3.141 Work is also ongoing with Suffolk County Council and West Suffolk Council to investigate options for significant junction improvements at Exning, Junction 37, where the A142 from Soham and Ely meets the heavily congested A14, and at Junction 38, where the A14 and A11 (towards Norwich) converge. The congestion at these pinch points is not only a safety concern but also has knock-on impacts on journey time reliability.

## **Local projects**

### *Rail improvements*

- 3.142 Five railway lines converge on Ely from Cambridge, Newmarket, Norwich, King's Lynn, and Peterborough. The lines to King's Lynn and Norwich split from the Ely-Peterborough line at Ely North Junction. In the early 1990s, the line from Cambridge to King's Lynn was electrified and to keep costs down the junction layout was simplified. This limited the number of trains that could use the junction and with growing demand for both passenger and freight trains this is now a serious strategic constraint on the wider railway network in the area.

- 3.143 The Combined Authority is therefore working, in partnership with Network Rail, to deliver additional capacity through the Ely area, known as the Ely Area Capacity Enhancements – EACE – project. This will help to deliver additional rail services, including to Cambridge, Kings Lynn, Peterborough and Ipswich, and provide the capacity for any future services to Wisbech, as well as helping ensure more reliable journeys for all passengers. The scheme will also help provide additional capacity for freight services, and hence reduce the need for freight to be transported by heavy goods vehicles along the A14. Parallel upgrades to the level crossings at Queen Adelaide will support the need to deliver additional rail services, while ensuring that road network access for residents and businesses in Prickwillow, Queen Adelaide and North Ely is maintained.

#### *Ely*

- 3.144 By far the largest housing allocation within the district is planned for the north of Ely, with approximately 3,000 homes at the Church Commissioners site to the east of Lynn Road and the Endurance Estates site between Lynn Road and the A10. To support the sustainability of this development, enhance accessibility and reduce transport related emissions, there are plans to provide reliable and timely bus links to and from the development, Ely city centre and Ely railway station, together with an extensive package of pedestrian and cycle links to link the development to link the development to the rest of the city.
- 3.145 In addition to the Ely Area Capacity Enhancements project, improvements are planned to public transport interchange facilities, pedestrian and cycle access and car and cycle parking at Ely Railway Station, while longer platforms are also planned for Littleport Railway Station. These improvements aim to facilitate access to the rail network in the district, thereby improving residents' and visitors' ability to access key destinations.
- 3.146 North of the Ely North Junction, all three lines cross the B1382 at Queen Adelaide. Since increasing the number of trains will have an impact on traffic and safety at the level crossings, work has also been undertaken to assess highway investment options on the B1382 to mitigate the local impacts of unlocking the strategic benefits to the rail network to ensure that highway access to Queen Adelaide, and neighbouring settlements, is maintained.

#### *Soham*

- 3.147 Soham has also been allocated significant growth within the Local Plan, with 2,300 additional homes by 2031 largely concentrated on the southern and eastern edges of the town. Despite a population of more than 10,000, the town's railway closed in 1965, and public transport provision is now limited to bus services.
- 3.148 Construction of a new station at Soham is proposed for the early 2020s, served by Peterborough – Ely – Soham – Ipswich services, significantly improve the accessibility of the town and support housing delivery. Doubling of the track between Ely, Soham and Newmarket, together with rebuilding the 'western curve' at Newmarket, is currently being explored for the longer-term, and could support additional services, including direct to Newmarket and Cambridge.



## Fenland

### Background

- 3.149 Fenland covers approximately 200 square miles within the county of Cambridgeshire. It is a rural, sparsely populated district with many diverse communities, each with different needs. Approximately 80% of the district's residents live within the four towns of Wisbech, March, Whittlesey and Chatteris, with the remainder living in a number of small villages and hamlets across the district.
- 3.150 Although Wisbech forms the largest town, with significant local employment and a range of services, each of the sub-regional centres of Cambridge, Peterborough and Kings Lynn have a considerable influence on various parts of Fenland. Growth in employment in the district has not matched workforce expansion and out-commuting is increasing, with 45% of residents in work commuting to outside the district, including 14% to Peterborough, despite the rural geography.
- 3.151 Fenland's economy is also more reliant on agriculture and food production than the rest of Cambridgeshire and Peterborough. There are higher levels of deprivation, particularly within Wisbech. Despite this, there is significant investment in the local economy, including in agri-tech, boosting productivity and creating new jobs for local people.

### Recent and planned growth

- 3.152 Although the district remains relatively sparsely populated, Fenland has experienced considerable housing and population growth in recent years, growing by 8.7% in the decade to 2017<sup>45</sup>. Chatteris and March in particular have accommodated significant new house building, as have Doddington, Wimblington and Manea, with this growth expected to continue.
- 3.153 The Fenland Local Plan, adopted in 2011, set out the district's proposals for growth, including 11,000 additional homes from 2011 to 2031. This includes:
- 3,500 in Wisbech, plus 550 on the eastern edge of the town within the Kings Lynn and West Norfolk council area;
  - 4,200 in March;
  - 1,600 in Chatteris;
  - 1,000 in Whittlesey; and
  - 1,200 elsewhere, predominately in smaller villages.
- 3.154 In addition, the Combined Authority and Fenland District Council are currently exploring plans to develop a new 'garden town' expansion at Wisbech, delivering up to 10,000 additional homes, stimulating further economic growth and creating an attractive place to live.

### Transport challenges

- 3.155 As the most rural and economically deprived district within Cambridgeshire and Peterborough, limited accessibility to Fenland acts to constrain the local economy and hinders development. Uniquely within the Combined Authority, Fenland is not linked to the wider national highway network by dual carriageway. Instead, the district's road network primarily consists of rural, single-carriageway A-roads, many of which suffer from slow average journey times, particularly associated with slower agricultural traffic, and with a poor safety record.

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<sup>45</sup> Source: [Population estimates - local authority based by single year of age](#) (Office for National Statistics, 2019)



- 3.156 Several key junctions, particularly within Wisbech and at the A47 / A141 Guyhirn Roundabout, act as 'pinch points' on the network, and suffer from severe peak-time traffic congestion, which hinder the town's potential growth. Reflecting the low-lying Fenland landscape, some routes suffer from regular flooding, such as North Bank near Whittlesey, or require specific maintenance due to being constructed on peat soils. High-quality walking and cycling infrastructure is limited or entirely absent, which means that walking and cycling are often unattractive, contributing towards congestion from short car trips and poor air quality.
- 3.157 Fenland also lacks good wider public transport accessibility, particularly by rail. While March is directly served by the rail network, with an hourly service between Stansted Airport, Cambridge and Peterborough (continuing to Birmingham) and more infrequent services to Ipswich, the largest town of Wisbech lacks direct access to the rail network. Residents within Wisbech must therefore either drive to March, or travel to Peterborough, to access the rail network, resulting in additional car journeys on the highway network.
- 3.158 Although frequent bus services operate on key inter-urban corridors between Peterborough, Wisbech and Kings Lynn, and Peterborough, Whittlesey, March and Chatteris, services elsewhere are less frequent and irregular, and recent reductions in financial support have significantly reduced weekend and evening services, making it harder for those without access to a car to travel easily around Fenland. Fenland Association for Community Transport (FACT), in partnership with the Fenland Transport and Access Group, operate dial-a-ride services five days a week linking to areas not served directly by the bus network, but there is limited integration between these services and the wider public transport network, which acts to limit the ease with which rural residents can make longer journeys elsewhere (such as to Peterborough).
- 3.159 Lack of transport integration between different bus, rail and community transport services can therefore make it difficult for residents without access to a car to travel to key educational and healthcare services, such as Peterborough City Hospital, which can act to increase the risk of social exclusion and reduce opportunities for our young people to travel elsewhere for education or training.

#### **Progress to date**

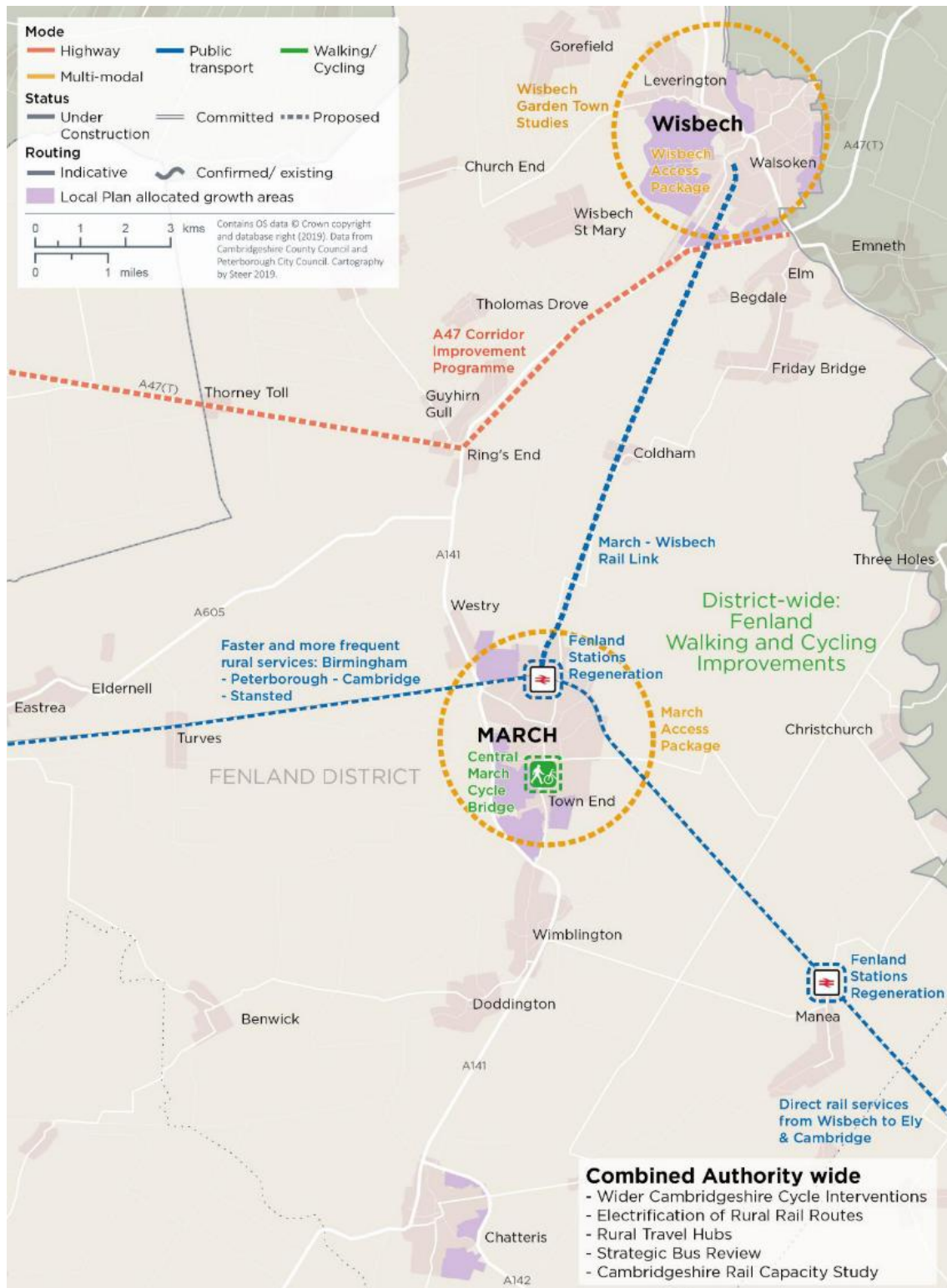
- 3.160 Since the adoption of the Cambridgeshire LTP3 in 2014, several significant improvements have been made to the Fenland transport network. The Combined Authority has recently allocated £10.5 million for a package of improvements to the road network in and around Wisbech to help stimulate housing and economic growth, in addition to the £1.5 million approved to fund a study into a potential future rail link between Wisbech and March. The Combined Authority have already committed £9 million of investment into March, Manea and Whittlesea railway stations to aid their regeneration: the first of these projects has been delivered in the form of 70 new solar-powered 'cats eyes' providing an illuminated walkway to Whittlesea railway station.
- 3.161 Infrastructure improvements are also being delivered to better connect Fenland to Peterborough, the nearest major urban centre. Removal of the level crossing at Kings' Dyke - long the cause for delays between Peterborough and Whittlesey - and replacement with a new road bridge, has recently been approved, supported by over £30 million of funding from the Combined Authority. The Hereward Community Rail Partnership, established in 2012, has continued to work to promote the rail service and local stations between Ely and

Peterborough, engage with train operating companies to improve services, and support station groups such as the Friends of March Station.

### **Our approach**

- 3.162 Improving accessibility to Fenland by both road and public transport is central to our strategy. Better links to Peterborough, Greater Cambridge and the rest of the country will help to make Fenland a more attractive place to live and work, encouraging investment and much-needed additional jobs, while creating new opportunities for residents to travel to employment, education or training elsewhere.
- 3.163 Construction to reopen the rail link to Wisbech will transform accessibility of the town by rail, with residents and businesses in Wisbech able to reach Cambridge in approximately 45 minutes, directly connecting them to opportunities within Greater Cambridge. It will also play a key role in supporting the ambition for Wisbech Garden Town.
- 3.164 Accompanied by the rail link is a package of improvements to the A47 between Peterborough, Wisbech and Kings' Lynn, including a much-needed upgrade to the Guyhirn Roundabout. In the longer-term, the Combined Authority will continue to explore the case to dual the route, further reducing journey times and improving safety and reliability along this key link for commuters and freight. Local junction improvements within Wisbech will also help to relieve congestion and provide additional highway capacity to support the town's growth.
- 3.165 Key to our strategy is developing a more integrated, seamless public transport network that provides a genuine alternative to the private car, and ensures access to opportunity for all. Our plans for the bus network include continued support for our key interurban routes between Wisbech and Whittlesey, March, Chatteris, Peterborough and King Lynn, working in partnership with operators to review levels of service at evenings and weekends, in line with the recommendations of the Strategic Bus Review. We will also continue to support the demand-responsive FACT network to provide vital links for rural hamlets and villages not directly served by the bus network, recognising the key role that such links play in connecting our communities.
- 3.166 We will also work to ensure that it is easier for passengers to make journeys involving a combination of bus, rail and/or demand-responsive services. New rural travel hubs will offer improved interchange between transport modes, acting as a gateway to our public transport network, combined with better integrated ticketing and timetabled connections. This will help ensure that our residents can travel easily to destinations without having to rely on a car, and will simultaneously reduce pressure on our highway network.
- 3.167 New, high-quality active travel infrastructure – focused around new development in Wisbech and along upgraded highway corridors – will help to make walking and cycling a safer, more attractive option for local journeys. Moreover, we will seek opportunities to improve interchange between public transport and active modes, particularly for short-distance journeys within and between Fenland market towns and villages.
- 3.168 More journeys on foot and by bike will help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality.
- 3.169 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.5.

Figure 3.5: Summary of key projects in Fenland



## **Strategic projects**

### *East / West Corridor*

- 3.170 The A47 is both a nationally and internationally strategic link. Internationally, it is part of the TEN-T Trans European Network Route, making it a part of the European Union's strategic transport network. Nationally, it is a key route into East Anglia, connects Norwich and Norfolk with the East Midlands and the A1, and carries a large amount of heavy goods traffic.
- 3.171 On a more local scale, the section of the A47 within the Combined Authority area provides direct access between Peterborough, Wisbech and Kings Lynn. Beyond these settlements, the area is lowly populated and is largely agricultural. Consequently, the A47 is a key commuter route for people travelling into and out of these settlements for employment.
- 3.172 The long-distance regional trips (and particularly heavy good vehicles) generate a consistent flow of traffic along the route, and when this is mixed with commuter traffic the local network comes under substantial strain and congestion is common, particularly on the approaches to key junctions such as the A47 / A141 Guyhirn Roundabout and the A47 / A1101 Elm High Road Roundabout. The high proportion of heavy goods vehicles travelling along the single carriageway section between Thorney and Wisbech often creates queues of platooning vehicles unable to safely overtake, which reduces journey time reliability and can lead to increased driver frustration and risk taking.
- 3.173 To address these issues, the Combined Authority is working in partnership with Highways England to assess the viability of the A47 dualling/capacity improvements proposal between the A16 Peterborough and Walton Highway.

### *Wisbech Rail*

- 3.174 Construction of a new link to Wisbech will transform accessibility to the town. Options for rail and other high order transit such as tram/Light Rail Transit and Bus Rapid Transit are being considered by the Combined Authority and Cambridgeshire County Council, working closely with Network Rail and Fenland District Council. Residents and businesses in Wisbech would benefit from being able to reach Cambridge directly, connecting them to the opportunities within Greater Cambridge, including well-paid, skilled roles in the knowledge economy, and education and training opportunities at The University of Cambridge, Anglia Ruskin University and Cambridge Regional College. It will also play a key role in supporting the ambition for Wisbech Garden Town, helping to secure the viability and delivery of additional development.

## **Local projects**











- 3.175 Plans to re-open the March to Wisbech rail line will be complemented by bus, walk and cycle, and road improvements in Wisbech to help realise the ambition and plans for a Garden Town. Funding has been secured from the Greater Cambridge Greater Peterborough Growth Deal to deliver this package over the next five years.
- 3.176 A package is also planned for enhancements to railway stations within Fenland at Manea, March, and Whittlesea. Short platform lengths currently prevent longer, higher capacity trains from calling at the stations, as well as reducing the frequency of trains able to stop. In addition to platform lengthening, we will fund station enhancements to improve the quality of station and waiting facilities, as well as improving access to, from and at the stations, following continued engagement with the Hereward Community Rail Partnership.

# 4 Our Policies

## Introduction

- 4.1 The policies set out the requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders.
- 4.2 They are designed to support the delivery of the transport schemes identified in this core document, and collectively, to ensure that we achieve our vision to deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all.
- 4.3 They are also designed to provide the principles which underpin decision-making, capital investment and revenue support in our transport network.
- 4.4 Each policy is associated either with a given objective, as set out in Chapter 1 of this document, or a given mode of transport. Policies are grouped into individual ‘policy themes’.
- 4.5 Figure 4.1 overleaf provides a summary of the relationship between objectives and policy themes containing our policies, as well as identifying policy themes for specific forms of transport, or “modes”, and transport infrastructure (e.g. parking). A summary of the policies then follows in Table 4.1.
- 4.6 Annex 1 of the Cambridgeshire and Peterborough Local Transport Plan contains our detailed policies for transport.

Figure 4.1: Policy themes by objective and transport mode policy themes

Economy				Society				Environment	
									
Housing	Employment	Business and tourism	Resilience	Safety	Accessibility	Health and wellbeing	Air quality	Environment	Climate change
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	Ensure transport initiatives improve air quality across the region to exceed good practice standards	Deliver a transport network that protects and enhances our natural, historic and built environments	Reduce emissions to deliver net zero carbon by 2050 to minimise the impact of transport and travel on climate change
Enabling development	Planning and designing developments sustainably	Accessing ports and airports	Building a resilient and adaptive transport network to climate change	Safety for all – a safe systems approach	Transport accessibility for all	Public rights of way and waterways	Improving air quality	Protecting our natural environment	Reducing the carbon emissions from travel
	Expanding labour markets	Supporting the local visitor economy	Maintaining and managing the transport network	Ensuring transport security	Transport pricing and affordability	Promoting and raising awareness of sustainable transport options		Enhancing our built environments and protecting our historic environments	
		Supporting business clusters			Access to education and key services	Supporting and promoting health and wellbeing			
		Freight			The future of mobility	Reducing noise pollution			
Modal policies									
Walking	Cycling	Delivering a seamless public transport system	Rural transport services	Improving public transport in our towns and cities	Travelling by coach	Travelling by train	The local road network	Parking	Making long distance journeys by car



**Table 4.1: Policy summaries**

Objective	Policy theme	Policy description	Policies
1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	1.1 Enabling development	The transport policy and types of infrastructure and services required to enable sustainable development	<ul style="list-style-type: none"> <li>• Deliver strategic transport and complementary connectivity infrastructure</li> <li>• Early engagement with developers</li> <li>• Secure developer contributions for strategic and local infrastructure.</li> </ul>
2: Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity	2.1 Planning and designing developments sustainably	Identifying how travel demand associated with development can be accommodated sustainably	<ul style="list-style-type: none"> <li>• Support the provision of sustainable connectivity to and within developments</li> <li>• Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development</li> <li>• The design of parking (also see Policy Theme 19)</li> </ul>
	2.2 Expanding labour markets	Enabling the transport network to increase the effective size of labour markets by reducing the burden on our transport networks during peak periods, reducing the need to travel and improving accessibility by public transport	<ul style="list-style-type: none"> <li>• Support measures to reduce peak demand on the highway network</li> <li>• Improve the accessibility and connectivity of our public transport links to expand our labour market catchments</li> <li>• Invest in our highway network to improve accessibility</li> </ul>

Objective	Policy theme	Policy description	Policies
3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	3.1 Accessing ports and airports	Providing access to ports and airports from across the Combined Authority and mitigating the impacts of traffic to/from these gateways, including traffic passing through the region	<ul style="list-style-type: none"> <li>• Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail</li> <li>• Support improved road and rail connectivity to nearby airports, in particular at Stansted</li> <li>• Support the region's visitor economy through efficient passenger connectivity at Harwich</li> <li>• Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority</li> </ul>
	3.2 Supporting the local visitor economy	Improving accessibility to the region via international gateways to ensure that the area remains favourable for tourism	<ul style="list-style-type: none"> <li>• Improving connectivity to international gateways and larger centres</li> <li>• Delivering an integrated transport network easily navigable for those visiting the region for the first time</li> <li>• Delivering sustainable transport connectivity to tourist destinations in rural areas</li> <li>• Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure</li> </ul>
	3.3 Supporting business clusters	Ensuring that businesses can trade effectively and facilitate linkages that support our varied and successful economy	<ul style="list-style-type: none"> <li>• Invest in our rail and highway networks to allow our firms and organisations and workers to trade and travel easily across the country and abroad</li> <li>• Improve local connectivity to bring firms and organisations in our towns and cities closer together</li> </ul>
	3.4 Freight	Supporting the sustainable and efficient movement of goods across the region	<ul style="list-style-type: none"> <li>• Promoting rail freight</li> <li>• Promoting and enforcing appropriate Heavy Commercial Vehicle routing</li> <li>• Promoting sustainable urban freight distribution</li> <li>• Improving road freight facilities</li> <li>• Supporting efficient air freight and the aviation sector</li> </ul>

Objective	Policy theme	Policy description	Policies
4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	4.1 Building a resilient and adaptive transport network to climate change	Developing a transport network that is resilient to extreme climatic events and is maintained accordingly	<ul style="list-style-type: none"> <li>Managing the risks to the transport network presented by climate change</li> <li>Sustainable road network maintenance</li> <li>Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change</li> </ul>
	4.2 Maintaining and managing the transport network	Focusing on highways including standardising maintenance standards and encouraging the use of sustainable materials in scheme construction	<ul style="list-style-type: none"> <li>Standardising highways and transport asset maintenance standards and performance indicators</li> <li>Supporting highway authorities in minimising the whole life costs of the highway</li> <li>Addressing the challenges of climate change and enhancing our communities and environment</li> </ul>
5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	5.1 Safety for all – a safe systems approach	Significantly improving the safety of the transport network – including monitoring and evaluation, education and adoption of a ‘safe system approach’	<ul style="list-style-type: none"> <li>A multi-agency approach to improving road safety</li> <li>Continuous and comprehensive monitoring and evaluation of key road safety indicators</li> <li>Support improvement in road user behaviour through education, training and publicity programmes</li> <li>Adoption of the Safe System Approach into the mainstream of highway engineering</li> </ul>
	5.2 Ensuring transport security	Addressing personal safety and security issues on the transport network and improving the security of transport hubs	<ul style="list-style-type: none"> <li>Addressing personal safety and security issues</li> <li>Improving the security of public transport stops, stations and hubs</li> </ul>

Objective	Policy theme	Policy description	Policies
6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	6.1 Transport accessibility for all	Facilitating access for all by improving infrastructure and the availability of information, and promoting demand-responsive transport services	<ul style="list-style-type: none"> <li>Supporting and promoting demand-responsive community transport services</li> <li>Facilitating access to education and wider mobility for vulnerable children</li> <li>Improving the accessibility of transport infrastructure</li> <li>Promoting the provision of accessible transport information</li> <li>Optimise the use of new technologies in improving accessibility</li> </ul>
	6.2 Transport pricing and affordability	Improving public transport to make it an affordable alternative to the car and increasing the affordability of travelling by bus and rail	<ul style="list-style-type: none"> <li>Improve our public transport to provide an affordable alternative to the car</li> <li>Increase the affordability of travelling by bus and rail</li> </ul>
	6.3 Access to education and key services	Improving access to education and key services to make the Combined Authority an inclusive community for all	<ul style="list-style-type: none"> <li>Access to education</li> <li>Access to non-emergency health and social care, and other key services and amenities</li> <li>Digital inclusion</li> </ul>
	6.4 The future of mobility	Focusing on supporting integration and roll-out of programmes which will enable the uptake and optimisation of new transport technologies across the region	<ul style="list-style-type: none"> <li>Promote and support research, innovation and engagement work undertaken by Smart Cambridge</li> <li>Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies</li> <li>Guiding the development of a regulatory framework under which new transport technology providers operate</li> </ul>

Objective	Policy theme	Policy description	Policies
7: Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	7.1 Public rights of way and waterways	Maintaining and enhancing the network of public rights of way and waterways in a consistent manner across the region	<ul style="list-style-type: none"> <li>Align policies for Public Rights of Way across Cambridgeshire and Peterborough</li> <li>Improve access to the green spaces for all</li> <li>Develop a network which is safe and encourages healthy activities</li> <li>Integrate new development into the Public Rights of Way network without damaging the countryside</li> <li>Make available high quality, definitive information, maps and records on the network</li> <li>Ensure the network is complete to meet the needs of today's users and land managers</li> <li>Support better land and waterway management</li> </ul>
	7.2 Promoting and raising awareness of sustainable transport options	Using education, training and information provision to promote sustainable transport options	<ul style="list-style-type: none"> <li>Support travel plan development and implementation of travel plan measures within workplaces so that healthy, safe, low carbon travel options for commuters are actively encouraged and supported</li> <li>Ensure the adoption and enforcement of local travel plan guidance, for new planning applications</li> <li>Promote existing and new walking and cycling routes to commuters and residents</li> <li>Continue to promote cycle training in schools and for adults</li> <li>Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised</li> </ul>
	7.3 Supporting and promoting health and wellbeing	Promoting health and wellbeing by increasing the amount of physical activity undertaken, reducing air pollution, improving the public and urban realm and increasing access to healthcare, leisure, employment and social activities	<ul style="list-style-type: none"> <li>Reducing physical inactivity through active travel infrastructure, education, training and promotion</li> <li>Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure</li> <li>Improving street scene / public realm to improve safety</li> <li>Increasing ability to access health and social care, and leisure facilities / amenities</li> <li>Increasing ability to access wider opportunities - employment, social activities</li> </ul>

Objective	Policy theme	Policy description	Policies
	7.4: Reducing noise pollution	Reducing noise pollution from roads, railways and airports within Cambridgeshire and Peterborough	<ul style="list-style-type: none"> <li>Monitoring and reducing noise pollution from the road network</li> <li>Monitoring and reducing noise pollution from airports</li> <li>Monitoring and reducing noise pollution from the railway network</li> <li>Monitoring and reducing noise pollution from construction</li> </ul>
8: Ensure transport initiatives improve air quality across the region to meet good practice standards	8.1 Improving air quality	Harnessing improvements to vehicle technology and disincentivising travel by high polluting modes to reduce vehicle emissions and improve public health	<ul style="list-style-type: none"> <li>Reducing vehicle emissions</li> <li>Keeping emissions low in the future</li> <li>Improving public health</li> </ul>
9: Deliver a transport network that protects and enhances our natural, historic and built environments	9.1 Protecting our natural environment	Ensuring that all transport initiatives and schemes improve rather than damage the natural environment, based on guidance from DEFRA (including biodiversity and environmental net gain principles), Environment Agency, and Natural England	<ul style="list-style-type: none"> <li>Protection and enhancement of the natural environment</li> <li>Improving sustainable access to the natural environment</li> <li>Delivering green infrastructure</li> </ul>
	9.2 Conserving and enhancing our built and historic environments	Ensuring that the built and historic environment is protected and enhanced in a consistent way across the Combined Authority area	<ul style="list-style-type: none"> <li>Work with our local highway and planning authority partners to enhance and protect our built and historic environment</li> </ul>



Objective	Policy theme	Policy description	Policies
10: Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change	10.1 Reducing the carbon emissions from travel	Reducing emissions by encouraging the uptake of new emissions-free technologies and encouraging sustainable alternatives to the private car	<ul style="list-style-type: none"> <li>• Utilising new technologies as they become available to minimise the environmental impacts of transport</li> <li>• Managing and reducing transport emissions</li> <li>• Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel</li> </ul>
Modal policies	11: Walking	Increasing the number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities, towns and villages	<ul style="list-style-type: none"> <li>• Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns</li> <li>• Ensure that new developments provide a high-quality walking environment</li> </ul>
Modal policies	12: Cycling	Increasing the number of cycling trips through establishing safe and interconnected cycling links across the region's cities, towns and settlements – will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact	<ul style="list-style-type: none"> <li>• Enhance and expand cycling infrastructure across Cambridgeshire and Peterborough, including connecting links to surrounding towns, villages and rural areas</li> <li>• Provide secure, conveniently located cycle parking that meets demand</li> <li>• Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and to key destinations</li> <li>• Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors, including the uptake of new cycle technologies such as affordable e-bikes</li> <li>• Embed cyclists needs in the design stage of new transport infrastructure</li> </ul>

Objective	Policy theme	Policy description	Policies
Modal policies	13: Delivering a seamless public transport system	Exploring new methods of ticketing, improving journey information, supporting the delivery of new and improved integrated transport hubs and supporting additional Park & Ride	<ul style="list-style-type: none"> <li>• Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators</li> <li>• Improve journey information to maximise the ease of travelling by public transport</li> <li>• Support the delivery of new and improved integrated, multi-modal transport hubs</li> <li>• Support additional Park &amp; Ride provision, in conjunction with Cambridgeshire Autonomous Metro, where fully integrated into local transport networks</li> </ul>
Modal policies	14: Rural transport services	Ensuring a comprehensive and integrated rural public transport system	<ul style="list-style-type: none"> <li>• Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders</li> <li>• Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network</li> <li>• Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network</li> </ul>
Modal policies	15: Improving public transport in our cities	Improving the coverage, frequency and reliability of all forms of public transport within cities to meet the expectations of residents, visitors and businesses	<ul style="list-style-type: none"> <li>• Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency</li> <li>• Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility</li> <li>• Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure</li> </ul>

Objective	Policy theme	Policy description	Policies
Modal policies	16: Travelling by coach	Providing sufficient space and infrastructure for picking-up and setting-down passengers and integrating coach services with wider public transport and highway networks	<ul style="list-style-type: none"> <li>• Providing sufficient space and appropriate infrastructure for coach services</li> <li>• Integrating coach services with wider public transport and highway networks</li> </ul>
Modal policies	17: Travelling by train	Improving key rail services, reducing pressure on the highway network and providing a better service for passengers	<ul style="list-style-type: none"> <li>• Support measures to deliver a more reliable, integrated, passenger-friendly rail network</li> <li>• Facilitate improvements to our rail stations to improve the experience of travelling by train</li> <li>• Explore options to expand the rail network to link to new settlements, corridors and growth areas</li> <li>• Support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity</li> </ul>
Modal policies	18: The local road network	Supporting Local Highway Authority partners in identifying a Key Road Network; promoting more efficient use of the existing network; and aligning approaches to highway management and maintenance	<ul style="list-style-type: none"> <li>• Identifying a Key Route Network</li> <li>• Promoting more efficient use of the existing road network</li> <li>• Aligning approaches to management and maintenance</li> </ul>
Modal policies	19: Parking	Managing the demand for parking through parking design, controlled provision, and enforcement	<ul style="list-style-type: none"> <li>• The design of parking</li> <li>• Managing parking demand</li> <li>• Parking technology and implications of disruptive technology</li> </ul>

Objective	Policy theme	Policy description	Policies
Modal policies	20: Making long-distance by car	Alleviating congestion, improving reliability and enhancing our region's accessibility by road	<ul style="list-style-type: none"> <li>• Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility</li> <li>• Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad</li> </ul>



# Appendices



# Appendix A: Glossary of terms

Term	Description
Active travel	Physically active modes such as cycling, walking, or horse riding. It also includes walking or cycling as part of a longer journey
AQAP	Air Quality Action Plan, developed when an area isn't meeting Defra's air quality objectives, and sets out a plan for better achieving these objectives.
AQMA	Air Quality Management Area. An area where it is unlikely that the national air quality objectives, as set by DEFRA, will be achieved.
BAME	Black, Asian and Minority Ethnic people and/or households
BRT	Bus Rapid Transit, a bus-based public transport system designed to improve capacity and reliability relative to a conventional bus system.
CAM	Cambridge Autonomous Metro, a high-capacity public transport system designed to deliver transformative improvements to connectivity in Cambridgeshire.
Car dependency	Reliance on cars to get around, whether through habit, because street environments have been planned around car use, or because walking, cycling and public transport alternatives are not available or appealing.
Car sharing	Cars that are not owned by the people who use them to travel. This includes car clubs, taxis and private hire vehicles.
Carbon footprint	The total greenhouse gas emissions caused directly and indirectly by an individual, organisation, event or product, expressed as a carbon dioxide equivalent.
CCG	Clinical Commissioning Group, responsible for implementing the commissioning roles as set out in the Health and Social Care Act 2012.
CIA	Community Impact Assessment. A tool used to ensure the policies, practices, projects and activities which shape the work of a council are ensuring equal access to all services.
C-ITS	Cooperative Intelligent Transport Systems, which will allow road users and traffic managers to share information and use it to coordinate their actions.
CMO	Chief Medical Officer. The UK government's principal medical adviser and the professional head of all directors of public health in local government.
CNFE	Cambridge Northern Fringe East. A significant new development planned on the fringes of Cambridge City.
Combined Authority	A Combined Authority is a legal structure that enables two or more local authorities to collaborate and make collective decisions across council boundaries.
Connected and Autonomous Vehicles (CAVs)	Vehicles, also referred to as driverless cars, which incorporate a range of technologies allowing them to communicate with and draw information from their environment to enable the safe, efficient movement of people and goods.
CPA	Cambridgeshire and Peterborough Combined Authority, established on the 3rd of March 2017 under devolution from central government.
CPIEC	Cambridgeshire and Peterborough Independent Economic Commission, a body that has been established to deliver the CPIER.

Term	Description
CPIER	The Cambridgeshire and Peterborough Independent Economic Review, published on the 14th of October 2018.
CPRSP	Cambridgeshire and Peterborough Road Safety Partnership, aiming to prevent all road deaths across Cambridgeshire and Peterborough.
DEFRA	Department for Environment, Food and Rural Affairs. The UK government department responsible for safeguarding the natural environment, supporting the food and farming industry, and sustaining a thriving rural economy.
DNO	Distribution Network Operator. A company licenced to distribute electricity in the UK.
DRT	Demand Responsive Transport, a form of transport where vehicles alter their routes based on particular transport demand rather than using a fixed route or timetable.
ECML	East Coast Main Line. Major railway line running largely along the East Coast from London to Edinburgh.
EHCP	Education, Health and Care Plan. A legal document which describes a child or young person's special educational needs, the support they need, and the outcomes they would like to achieve.
Electric vehicle	A vehicle that uses an electric motor for propulsion, comprising ones that run solely on batteries, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.
EqIA	Equality Impact Assessment, a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people.
FACT	Fenland Association for Community Transport. A not-for-profit organisation serving the Fenland Area of Cambridgeshire to people who have difficulties using conventional modes of transport.
GCP	Greater Cambridge Partnership, the local delivery body for a City Deal with central Government.
GINI	The most commonly used measurement of national inequality.
Greenhouse gas	A gas which absorbs solar radiation contributing to the greenhouse effect which leads to global warming and climate change.
GVA	The value of goods and services produced in an area, industry or sector of an economy.
HGV	Heavy Goods Vehicle. A large heavy vehicle generally used for transporting freight.
HIA	Health Impact Assessment, a series of procedures by which the impact of an intervention or policy may have on the health of a population is measured.
HRA	Habitats Regulation Assessment, which assesses whether plans will have the potential to cause an impact on protected areas.
Hub	A place of transport interchange providing easy access to the whole transport network with cycle parking, taxi call points and access to car club vehicles, drop off points and at larger locations park and ride facilities.
IER	Independent Economic Review
Killed or Seriously Injured	A standard metric used to measure levels of road safety.
LCWIP	Local Cycling and Walking Infrastructure Plan, a long-term approach to developing local cycling and walking networks over a ten-year period
Light rail	A form of urban rail transport which operates at a higher capacity to a tramway, often on an exclusive right of way, and serving parts of a large metropolitan area.
Local Authority	A local government organisation. In England there may be either one or two tiers of local government. A two-tier structure includes a County Council as the upper tier and a District

Term	Description
	Council as the lower tier. Local Authority responsibilities include strategic land use planning, and highways and transport.
Local Enterprise Partnership	Cooperation between a number of stakeholders including local authorities' business and education sectors with the joint aim of promoting economic growth in an area, focusing on housing, planning and transport.
Local Plan	A statutory planning document which sets out the vision and framework for future development within a Local Planning Authority area. It addresses housing, economy, community and infrastructure and is used as a tool to guide decisions about development proposals
LTP	Local Transport Plan. A statutory document which sets out the objectives and programme for improving the transport network.
MaaS	Mobility as a Service. A shift away from privately owned vehicles towards a model where different transport modes are consumed as an on-demand service through a single (online) platform. For example, the concept of paying for a weekly travel pass that includes bike hire, car hire, bus and train travel.
Mass transit	A form of public transport to satisfy higher potential trip demand, featuring limited stops, high capacity and attractive, reliable journey times. It is usually rail based, such as trams or light rail above ground, or underground trains.
MHCLG	Ministry of Housing, Communities and Local Government. Creates places to live and work, and to gives more power to local people to shape what happens in their area.
MITSS	Mayor's Interim Transport Strategy Statement. A summary of the Cambridgeshire and Peterborough Local Transport Plans, enacted whilst the Combined Authority's first Local Transport Plan is being developed.
MLEI	Mobilising Local Energy Investment. A project aiming to attract more energy investment and infrastructure delivery into Cambridgeshire.
Mode share	The relative use of each mode of transport.
Mode shift	A percentage change in the use of different transport modes. When one transport mode becomes more advantageous than another over the same route or market, a modal shift is likely to take place.
MRN	Major Road Network, a classification of Local Authority roads in England
NEPTS	Non-emergency patient transport services. A free transport service provided to patients who have a specific medical need and are attending healthcare services.
NHS	National Health Service
NHT	National Highways and Transport. The leading performance improvement organisation which provides a range of benchmarking services for the Highways and Transport sector.
NICE	National Institute for Clinical Excellence. Provides national guidance and advice to improve health and social care.
NOx	A generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO <sub>2</sub> ). NOx gases are produced during the combustion of hydrocarbon fuels in diesel and petrol-powered vehicles. In areas of high motor vehicle traffic, NOx can be a significant source of air pollution.
NSSF	Non-statutory spatial framework, which will act as a framework for future planning across Cambridgeshire and Peterborough
NSSP	Non-statutory spatial plan, which will act as a framework for future planning across Cambridgeshire and Peterborough
OECD	Organisation for Economic Cooperation and Development, a forum where the governments of democracies with market economies collaborate

Term	Description
Park and Ride	A system for reducing urban traffic congestion, in which drivers leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport.
PCC	Peterborough City Council
PHE	Public Health England. Responsible for protecting the nation's health and wellbeing, and reducing health inequalities.
PM	Particulate Matter. A complex mixture of small material and liquid droplets which have the potential to cause significant health issues.
Powered Two-Wheeler	A vehicle that runs on two wheels and uses a form of power other than human effort. Examples include motorbikes, mopeds and electric scooters.
PRM	Persons with Reduced Mobility
PSVAR	UK Public Service Vehicles Accessibility Requirements. Requires that new vehicles carrying 22 passengers or more have facilities such as low floor boarding devices, space for wheelchair users, highlighting of steps, handrails for visually impaired people and priority seating.
Public realm	Publicly accessible space between and within buildings, including streets, squares, forecourts, parks and open spaces.
RPI	Retail Prices Index, a measure of inflation published monthly by the Office for National Statistics
SEA	Strategic Environmental Assessment, a decision support process which ensures that environmental and sustainability aspects are considered effectively in policy, plan and program making.
SPD	Supplementary Planning Document, provides more detailed guidance about policies in the Local Plan
SRN	Strategic Road Network, motorways and the most significant trunk roads in end and, which are managed by Highways England
Sustainable transport	Forms of transport which have lower environmental impact than single occupancy car use. It includes walking, cycling, public transport, Park & Ride, and car-sharing.
TEN-T	Trans European Network (Transport). Aims to build a transport network that facilitates the flow of goods and people between EU countries.
TFL	Transport for London, the body in charge of delivering transport services in Greater London
TIP	Transport Investment Plan, sets out the transport infrastructure, services and initiatives that are required to support the growth of a region.
Trip	A one-way movement from one place to another to achieve a single main purpose. Trips may be further sub-divided into journey stages.
Ultra-Low Emission Vehicle	Vehicles that use low carbon technologies, fuelled by electricity or hydrogen, to reduce the amount of pollutants emitted. They commonly have rechargeable batteries which are used to store energy
Urban realm	The area between building alignments, including public spaces next to streets. Streets make up the greatest part of the urban realm in most cities.
Vision Zero	An approach to road danger reduction that works towards the elimination of road traffic deaths and serious injuries by reducing the dominance of motor vehicles.
WHO	World Health Organisation. Leads international health within the United Nations system.

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