



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 6

Local Transport & Connectivity Plan

To: Overview and Scrutiny Committee

Meeting Date: 23rd January 2023

Public report: Yes

Lead Member: Cllr Anna Smith, Chair of Transport and Infrastructure Committee

From: Emma White, Transport Programme Manager

Recommendations: The Overview and Scrutiny Committee is recommended to:

- a) Comment and note the report

1 Purpose

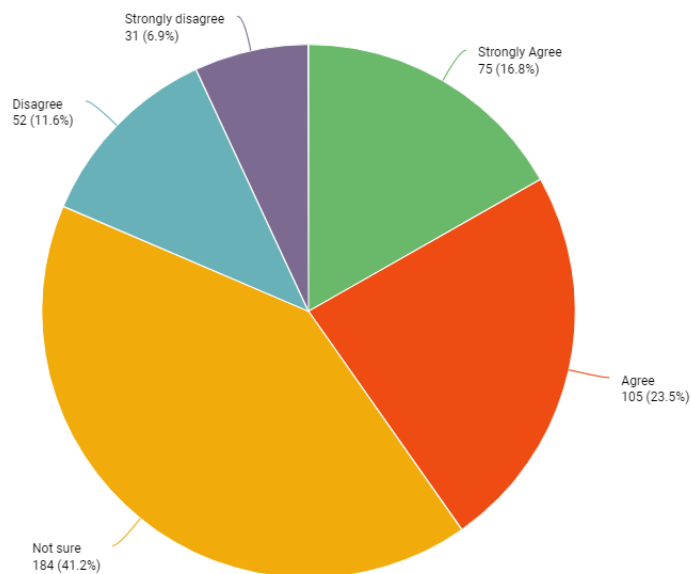
- 1.1 This paper provides an update on the Local Transport and Connectivity Plan (LTCP) specifically in relation to the DfT guideline deadlines and progress to date. The paper also includes the draft Digital Policy for Cambridgeshire and Peterborough.

2 Background

- 2.1 The future of local transport planning for the Cambridgeshire and Peterborough area has and continues to undergo rapid change. Since the publication of the Local Transport Plan (LTP) in early 2020 there have been significant changes that have directly and indirectly impacted on the current transport network and the appropriateness of the overarching strategy.
- 2.2 The draft LTCP describes how transport and digital interventions can be used to address current and future challenges and opportunities for the region. It will set out the revised policies and strategies needed to secure growth and ensure that planned developments can take place in the county in a sustainable way.
- 2.3 The purpose of a LTP is to:
 - Outline the current baseline regarding transport, accessibility, and pollution;
 - Set out challenging, but achievable, objectives;
 - Set out the timeline for achieving these objectives; and
 - Outline 'bids' for funding from the DfT.
- 2.4 The development of a transport strategy is a key component of the Combined Authority's Improvement Plan. The aim of Workstream C of the Improvement Plan has been and continues to be development, implementation, and approval of the Plan in 2023. As part of our continual improvement and development of the plan, this will include a peer review and challenge from West Midlands Combined Authority. Central government are yet to publish their LTP guidance that was due in September, and this remains a significant risk to the programme. However, officers are continuing to minimise this risk through ongoing liaison and engagement with central government and the consultants that are drafting the guidance.
- 2.5 The Interim Head of Transport has been invited by the Department for Transport (DfT) to be actively involved in the development of number of strategies and pilots. This will allow for the Combined Authority to influence the direction of travel of central government's policy and may result in some of these developments being piloted within Cambridgeshire and Peterborough.
- 2.6 On receipt of the LTP guidance from central government, the Combined Authority will need to thoroughly review it to ensure a golden thread between requirements of central government with the LTCP, whilst addressing any overarching concerns that may impact on resource requirements to fully meet the necessary expectations. This assessment will thereby ensure that the Plan meets the expectations of central government as well as local stakeholders, Transport and Infrastructure Committee and Lead Members and the people of Cambridgeshire and Peterborough. This is important as the LTCP will form the basis of future funding bids for schemes across the region – without the relevant hooks and clear alignment with the LTP guidance it will adversely impact the Authority's ability to secure additional funding.

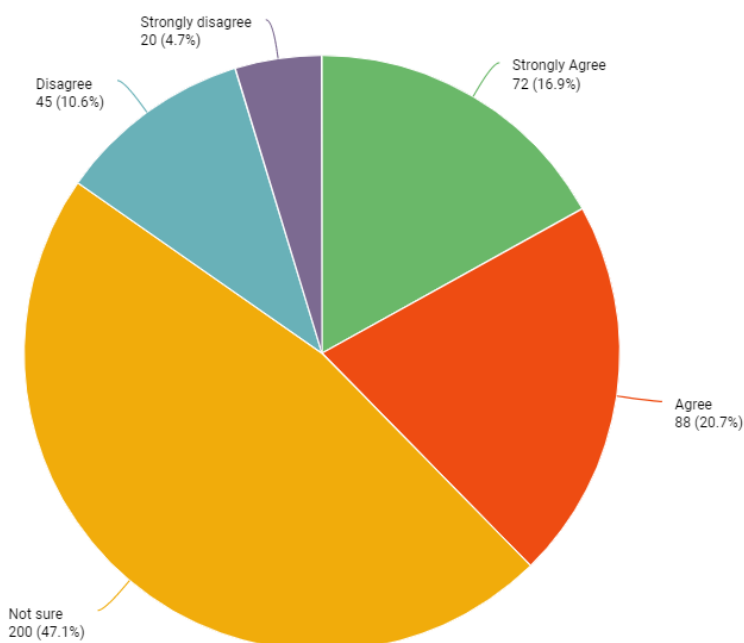
Consultation

- 2.7 In November 2021, an initial 4-week public engagement exercise was held to ask the public and stakeholders what they thought of the main Vision and Goals of the developing LTCP. The public and stakeholders were also asked what they thought our priorities for transport were, including better public transport, cycling, and walking, pollution, and air quality, and protecting the environment. The public could also talk about specific transport issues. A total of 569 feedback form were submitted during this consultation period. Key findings from this initial engagement period included the following:
- 97% of the public understood why a new vision for transport was needed.
 - 57% of the public either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
 - Bus routes and frequency were the highest priority in Cambridgeshire and Peterborough, except for Cambridge, where reducing congestion in the city was the priority.
 - More ambitious carbon net zero targets, more transport infrastructure and affordability were other top priorities.
- 2.8 The LTCP consultation closed on 4th August after 12 weeks. The Combined Authority received 928 submissions in total. Feedback was also given direct on the website as well as by post, email and through attendance at in-person consultation events. Stakeholder feedback was also collated and processed alongside responses from key stakeholders, including Highways Authorities and Local Authorities. The Draft Consultation Report document is in Appendix A.
- 2.9 The feedback form provided the opportunity for respondents to comment on the Vision, Goals and Objectives of the draft LTCP, in which following feedback was received:
- 92% understood why the Combined Authority are making a new LTCP.
 - 65% either strongly agreed or agreed with the proposed LTCP vision.
 - When asked about the proposed LTCP goals, 51% strongly agreed with climate, followed by 50% for the environment, and 49% who strongly agreed that improved health outcomes should be a key goal.
 - When asked about the proposed LTCP objectives, 54% strongly agreed that this should include improvements to air quality. This was followed by 53% who strongly agreed with climate change, followed by 52% who strongly agreed with improved accessibility.
 - When asked about whether there were any further comments on the LTCP's vision, goals, and objectives, more ambitious net zero targets were the prevailing comment. This was followed by improved rural connectivity for transport services with additional information needed about the emerging LTCP (16).
 - 56% either strongly agreed or agreed with the proposed strategy for transport in Cambridgeshire and Peterborough, with improved cycling and pedestrian links and the creation of new bus routes the prevailing comments.
 - 66% either strongly agreed or agreed with the proposal to cut the number of miles driven on roads by 15%. The prevailing comment was that this target should look to be more ambitious.
- 2.10 Respondents were also given the opportunity to comment on the Local Area Strategies for their area. In terms of whether respondents agreed with the proposed area strategies and also summaries of extra comments were provided. The following feedback was received:



40% of responses for East Cambridgeshire either strongly agreed or agreed with the proposed local area strategy. The top three issues mentioned were about providing improved cycling and pedestrian links, followed by improved rural connectivity, as well as the provision of new train stations and lines.

Figure 1 - East Cambridgeshire



38% of responses either strongly agreed or agreed with the proposed local area strategy for Fenland. The key recurring comments here concerned improving rural connectivity, improvements needed to overall transport infrastructure as well as the need for new train stations and lines.

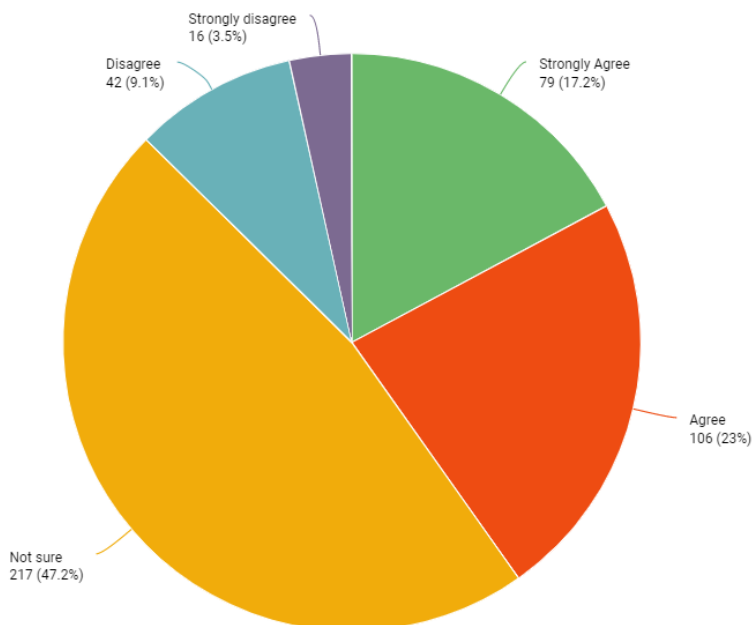
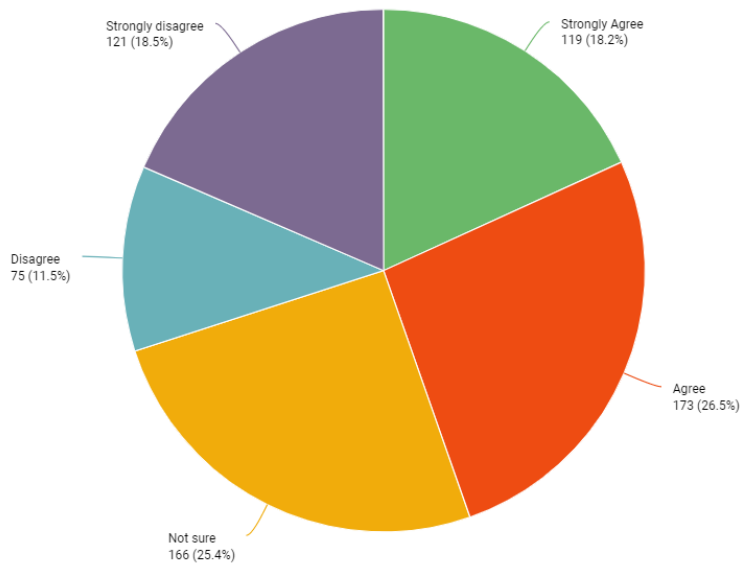
Figure 2- Fenland

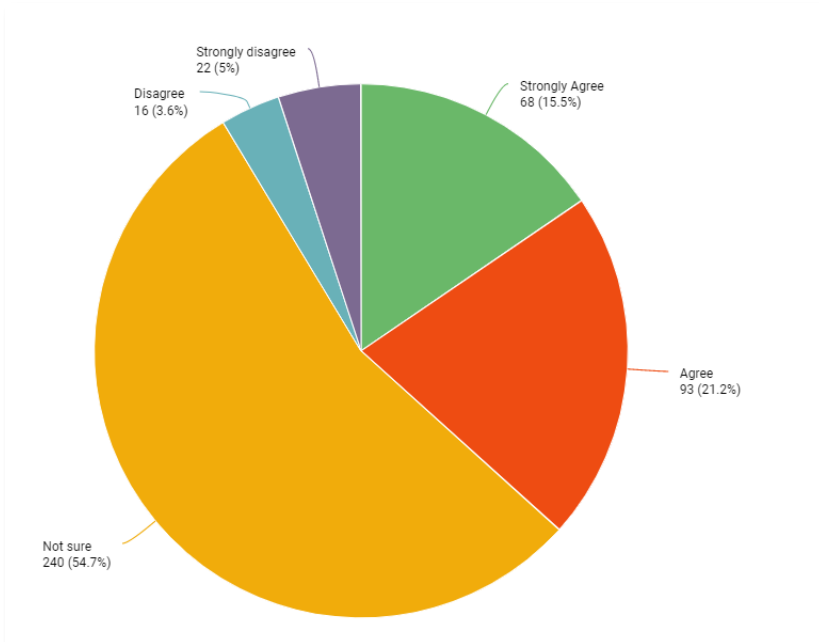
45% of responses for Greater Cambridge either strongly agreed or agreed with the proposed local area strategy. Key themes here included new train stations and lines followed by improved cycling and pedestrian links. The third most recurring comment included the need to improve connectivity of transport services in rural areas as well as the need for an improved overall transport infrastructure

Figure 3 - Greater Cambridge

40% of responses for Huntingdonshire either strongly agreed or agreed with the proposed strategy. In relation to the local area transport strategy for Huntingdonshire, the need for further cycle and pedestrian links was most commonly cited, this was followed by a desire to see new bus routes, as well as the need to improve service frequency.

Figure 4 – Huntingdonshire





37% of responses for Peterborough either strongly agreed or agreed with the area strategy. In relation to the local area transport strategy for Peterborough, the need for further cycle and pedestrian links was most commonly cited, this was followed by a desire to see new train station and lines, as well as the need to improve service frequency and reduced car usage.

Figure 5 - Peterborough

2.11 Respondents were also given the opportunity to provide more general comments relating to transport and/or the draft LTCP. The key themes were as follows:

- Comments regarding the need for improved cycling and pedestrian links.
- Comments regarding the need to reduce car usage.
- Comments regarding the need to improve the frequency of transport services.
- Comments regarding the need to improve rural transport services.
- Suggestions regarding the need for new train stations and lines in specific locations.
- Suggestions regarding the need for new bus routes in specific locations.

2.12 The draft LTCP Consultation report will be utilised and address in the next drafting of the LTCP.

2.13 During the 12-week public consultation, the LTCP team directly engaged over 90 stakeholders from across the region (and indirectly many more – through established stakeholder networks), focusing on rural areas as well as more urban centres. These stakeholders were a mix of organisations, including local businesses (SMEs and large corporate firms), educational institutions (schools, colleges, and universities), healthcare institutions, campaign and representative groups, and charities.

2.14 During the consultation period, stakeholders commented on the draft LTCP. Appendix 2 shows the “You Said We Did” document. This document drafts comments raised and plan on how these will be address in the next drafting of the Local Transport and Connectivity Plan.

Programme

2.15 With central government yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme. As a consequence, a revised programme has been developed to take into account the delay of the guidance – this may also have an impact on the overall budget. The below table shows a proposed high-level programme.

Nov - Dec 2022	Final LTCP Consultation report completed
	Updating LTCP following consultation feedback
	6-week AFS consultation until 22nd Dec
	"You said We did" document
	Engagement with constituent councils on local strategy sections
	Updates to Evidence section
Jan 2023 Transport and Infrastructure Committee (TIC)	LTCP Update including Consultation and Digital Policy
Jan - Feb 2023	Completion of Decarbonisation Work including engagement on findings and way forward. Progress Quantifiable Carbon Reduction (QCR) work - part of the Local Transport Plan new guidance
	Finalising LTCP from engagement and consultation
	Updating LTCP following DFT guidance once available
	Updating all sections of LTCP including engagement
	Collating LTCP into one document
	Completion of Integrated Impact Assessment
March 2023 Transport and Infrastructure Committee (TIC)	Update to Alternative Fuel Strategy following consultation
March 2023 Transport and Infrastructure Committee (TIC)	Draft LTCP including Alternative Fuel Strategy
April 2023	Update LTCP following TIC including further engagement if needed.
May/June 2023 Transport and Infrastructure Committee (TIC) and Combined Authority Board	Final LTCP for approval – publish (following pre-election period and local elections)

2.16 Following receipt of the draft guidance, an assessment of the LTCP against the requirements will have to be made. This will include a mapping exercise that will compare our LTCP with the draft guidance (including a gap analysis and links to further work if required). Government have outlined that if schemes, initiatives, and transport planning tools are not included within the document then future funding opportunities will be limited. It is therefore imperative that this mapping is undertaken alongside an outline of the key schemes and initiatives within the documentation suite.

2.17 The outcome of this mapping exercise will be provided to constituent Councils and officers will collaborate on how best to take forward particular elements and requirements to meet any gaps identified. The Transport and Infrastructure Committee will be kept informed as to whether this additional work can be accommodated into the timeline outlined above and within the budget allocated.

2.18 The strategic section will be updated with constituent Councils. A detailed Implementation Plan being developed following the agreement of the overarching strategy and align to the budgetary work being undertaken.

2.19 Throughout the update process we will be working with constituent Councils to update the LTCP including the localised sections and overall strategy.

- 2.20 The Carbon Assessment work will enable us to have a better understanding of where emissions are coming from, such that we can tailor interventions more effectively to addressing them and ultimately use modelling to test the impact of different interventions accordingly. The work will also seek to quantify the predicted carbon impact of the LTCP schemes that have already been identified and undertaken a best practice review to inform the type of schemes that it might be necessary to consider in order to plug the gap that remains.
- 2.21 The Cambridgeshire and Peterborough Combined Authority have been in productive discussions with the DfT on both the LTP guidance and QCR. DfT are keen to work with Combined Authority as a pilot with the new guidance and include examples of our work within their guidance.
- 2.22 The Cambridgeshire and Peterborough Combined Authority are planning on putting the LTCP forward for the Chartered Institute of Highways and Transport (CIHT) 2023 Awards - Collaboration Award. Submission for this award opens on the 9th January.

Alternative Fuel Strategy

- 2.23 The Alternative Fuel Strategy was out for consultation for 6 weeks until the 21st December 2022. Following this consultation, the feedback is being analysed and the Strategy will be updated if needed. The next step will be to take the Strategy to the Cambridgeshire and Peterborough Combined Authority Board for sign off planned for March 2022. Following this, the document will become part of the suite of documents to compliment the LTCP.
- 2.24 In parallel, to this work the Electric Vehicle Implementation work is being undertaken on with the aim to access the Local Electric Vehicle Infrastructure (LEVI) funding that should be available in 2023.

Cambridgeshire and Peterborough Digital Policy

- 2.25 Appendix 3 contains the draft Digital Policy for Cambridgeshire and Peterborough. This document is part of the suite of documents to compliment the LTCP. Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough remain at the forefront of digital connectivity in terms of:
- Fixed broadband connectivity;
 - Mobile connectivity;
 - Smart infrastructure; and
 - Digital exploitation, access, and inclusion.
- 2.26 Based on the Cambridgeshire and Peterborough Digital Connectivity Strategy for 2021-2025, the Digital Policy for the Local Transport and Connectivity Plan sets out the following commitments:
- 2.27 In fixed broadband connectivity we will continue to:
- Facilitate industry investment in fixed broadband infrastructure;
 - Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable; and

- Integrate fibre ducting in transport and other infrastructure schemes and exploit this asset.

2.28 In mobile connectivity we will continue to:

- Identify areas of inadequate mobile coverage/capacity;
- Facilitate mobile infrastructure delivery;
- Enable the use of council assets for hosting mobile infrastructure;
- Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes; and
- Support the deployment of innovative mobile technologies and use cases.

2.29 In smart infrastructure we will continue to:

- Support the roll-out of Low Power Wide Area Network (LPWAN) infrastructure for Internet of Things applications;
- Facilitate the sharing of data from IoT applications;
- Support trials and pilots of promising new smart technologies; and
- Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system.

2.30 In digital exploitation, access, and inclusion we will continue to:

- Raise awareness of digital inclusion opportunities;
- Extend the availability of public access WiFi;
- Work with stakeholders to improve digital connectivity in social housing;
- Work with partners to minimise disruption associated with PSTN switch-off, and the proposed withdrawal of 3G mobile services; and
- Support SMEs' exploitation of digital technology.

3 Significant Implications

3.1 Central government are yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme and budget.

4 Financial Implications

4.1 To support the continued delivery of the LTCP, the Board are requested to approve the allocation of £278,571 to undertake the next stages of the LTCP: £100,000 already allocated as subject to approval and £178,571 of DfT money for the LTP development across two financial years as set out below.

Financial Year	2022-23	2023-24	Total
Budget allocation	£220,000	£58,571	£278,571

5 Legal Implications

5.1 N/A.

6 Public Health Implications

6.1 The report recommendations have a positive implication for public health. One of the

objectives of the LTCP is improved health and well-being enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities.

7 Environmental and Climate Change Implications

- 7.1 The report recommendations have a positive implication for the environment and climate change. Both Climate and Environment are objectives of the LTCP including successfully and fairly reducing emissions to net zero by 2050 and protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.

8 Other Significant Implications

- 8.1 N/A.

9 Appendices

- 9.1 Appendix 1 – Draft LTCP Consultation Report
- 9.2 Appendix 2 – You Said We Did
- 9.3 Appendix 3 – Draft Digital Policy

10 Background Papers

[Combined Authority Board reports 12 January 2022](#)