



Combined Authority Board	Agenda Item
31 May 2023 – Ordinary Meeting	6

Title:	Local Transport and Connectivity Plan
Report of:	Tim Bellamy Head of Transport
Lead Member:	Mayor Dr Nik Johnson
Public Report:	Yes
Key Decision:	Yes KD2022/056
Voting Arrangements:	A simple majority of voting Members

Recommendations:	
A	Approve the Local Transport and Connectivity Plan
B	Recognise that the LTCP may require a review and some revision on receipt of the guidance from central government

Strategic Objective(s):	
The proposals within this report fit under the following strategic objective(s):	
	<p>Achieving ambitious skills and employment opportunities</p> <ul style="list-style-type: none">- Bringing together people, employers, providers and place leaders to guide and drive an integrated approach to skills and employment in our region- Attracting more businesses to grow or relocate to Cambridgeshire and Peterborough.- Improved community connection
	<p>Achieving good growth</p> <ul style="list-style-type: none">- Allow more flexibility to decide and develop long-term strategies that integrate our local transport and highway connectivity priorities
	<p>Increased connectivity</p> <ul style="list-style-type: none">- Digital and physical connection to communities, professional networks, health services, leisure, nature and to places of employment and education. Reducing the need for travel with more services located within communities.- Deliverables: - Reduced rural isolation - Improved Highway connectivity - Sustainable and reliable public transport- Outcomes - (1) Increasing share of public transport usage and sustainable travel as a proportion of all travel (2) Reduction in numbers of people killed or seriously injured on region's roads (3) Reduced congestion on major roads (4) Measurable improvements in connectivity for 'left behind' areas.
	<p>Enabling resilient communities</p> <ul style="list-style-type: none">- Providing the infrastructure and support to enable communities across the region to be adaptable to environmental and climate, financial and social crises and be well placed to extend cultural opportunities for Cambridgeshire and Peterborough to be a great place to live and work.

- Have the infrastructure – power and water especially - needed to achieve sustainable growth - Reduced accidents on region’s roads
- Deliverables: Environmental and Climate actions - Infrastructure – sufficiency, preservation and safety
- Outcomes - (1) Reduction in CO2 emissions for Cambridgeshire and Peterborough (2) Increase in biodiversity with improvements in both common and red-list species

[Cambridgeshire and Peterborough Combined Authority – Strategy and Business Plan 2023/24](#)

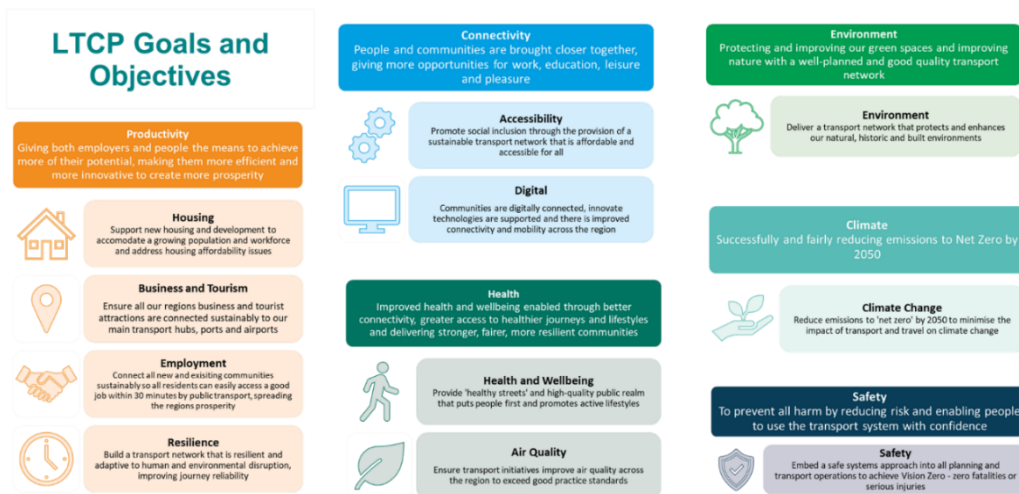
1. Purpose

1.1 This paper provides an update on the Local Transport and Connectivity Plan (LTCP) inviting the Combined Authority Board to approve the final version of the Plan. The Plan will be submitted to central government on the agreement and approval of the Combined Authority Board.

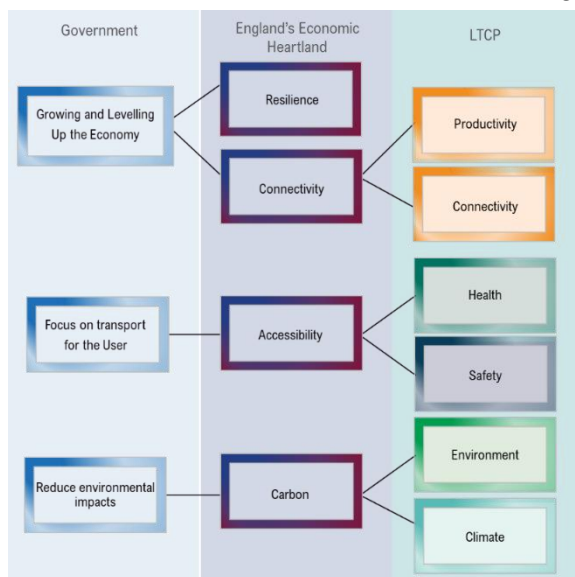
2. Proposal

2.1 The proposal is the approval of the Local Transport and Connectivity Plan (LTCP). 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.

2.2 The LTCP will deliver against the strategic objective due to the document having the following goals and objectives:



There is also a clear link between National, Regional and the Local Objectives.



3. Background

3.1 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.

3.2 The purpose of a LTP is to:

- Outline the current baseline regarding transport, accessibility, and pollution;
- Set out challenging, but achievable, objectives; and
- Set out the timeline for achieving these objectives.

The document has been updated and finalised to consider feedback and changes suggested by key organisations. These changes were based on:

- The consultation results and the “You said, We did” summary previously presented at 18th January Transport and Infrastructure Committee;
- Thorough detailed engagement with constituent Councils’ members and officers including reviews of the overall LTCP strategy, local sections, case studies and pictures;
- Further engagement with neighbouring Local Transport Authorities, and other interest groups;
- A review by high-quality and renowned peer Local Transport Authorities;
- Engagement with and feedback from DfT and sub-national transport bodies;
- Addressing the emerging intelligence and understanding of likely implications of the LTP guidance including:
 - An underlying “Vision led approach”;
 - Increase focus on integration including spatial planning;
 - Need for Electric Vehicle Charging Strategy;
 - Embedding decarbonisation considerations into the planning process – Quantifiable Carbon Reduction (QCR) including the examination of a range of transport planning tools and initiatives; and
 - Alignment between the LTCP and Local Plans.
- Carbon Assessment – LTCP based on Improve, Shift and Avoid; and
- Feedback received from the Transport and Infrastructure Committee and Combined Authority Board in March 2023, as well as subsequent meetings with the Business Board, Transport and Infrastructure members and Leaders.

3.3 Programme

With central government yet to publish its Local Transport Plan guidance, originally due in September 2022, there remains a risk to the LTCP. The LTCP programme has maintained momentum and progressed to a final version. Other Local Authorities, such as Transport for West Midlands and Oxfordshire CC, have also published their LTPs whilst awaiting the guidance. DfT have stated to progress with the publication of the LTP, mindful that the Combined Authority will need to undertake a review when the final guidance is made available.

Following receipt of the final LTP guidance, the LTCP will be assessed against the requirements will have to be made. This will include a mapping exercise that will compare our LTCP with the final guidance (including a gap analysis and links to further work if required). If a slightly revised iteration is required, this will be subject to scrutiny and review by the Transport and Infrastructure Committee ahead of its approval by the Combined Authority Board.

Central government have outlined that if certain schemes, initiatives, and transport planning tools have not been taken into consideration during the development of the Plan then there is potential that future funding opportunities may be limited. It is therefore imperative that this mapping is undertaken alongside an outline of the key schemes and initiatives within the documentation suite.

Following this if needed the LTCP will be reviewed. Throughout the update process we will keep the Transport and Infrastructure Committee and Combined Authority Board regularly updated including timelines and any potential budgetary requirements.

During the course of the 23/24 financial year the Combined Authority with constituent Councils and partners, will be working on the development and approval of an appropriate Implementation Plan in

	line with government guidance and our internal Strategic Appraisal Framework (SAF). The outputs from the work on the SAF will be aligned to the LTCP objectives and allow for a prioritised programme of schemes. An output from this process will be a pipeline of schemes that can then be used to seek funding from specific opportunities. This approach aligns to the approach undertaken by a number of Strategic Transport Authorities that have published their LTPs over the course of the last 6 months.
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4. Appendices

4.1	Appendix 1. Strategic Document
4.2	Appendix 2. Local Area Strategies – East Cambridgeshire
4.3	Appendix 3. Local Area Strategies – Fenland
4.4	Appendix 4. Local Area Strategies – Greater Cambridge
4.5	Appendix 5. Local Area Strategies – Huntingdonshire
4.6	Appendix 6. Local Area Strategies – Peterborough
4.7	Appendix 7. Glossary
4.8	Appendix 8. Evidence Base
4.9	Appendix 9. Monitoring and Evaluation Framework
4.10	Appendix 10. Quantified Carbon Assessment – Technical Note
4.11	Appendix 11. Quantified Carbon Assessment – Briefing Document (March 22)
4.12	Appendix 12. Quantified Carbon Assessment – Briefing Document (Nov 22)
4.13	Appendix 13. Quantified Carbon Assessment – Briefing Document (Feb 23)
4.14	Appendix 14. LTCP Consultation Report
4.15	Appendix 15. LTCP Consultation – You Said We Did
4.16	Appendix 16. Independent Integrated Impact Assessment
4.17	Appendix 17. Independent Integrated Impact Assessment – Appendices
4.18	Appendix 18. Independent Policy Review
4.19	Appendix 19. Independent Habitats Regulation Assessment
4.20	Appendix 20. Engagement Document – Briefing Note

5. Implications

Financial Implications	
5.1	As recommended it needs to be recognised that the LTCP may require a review and some revision on receipt of the guidance from central government. This may have an additional budgetary need.
Legal Implications	
6.1	N/a
Public Health Implications	
7.1	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.

Environmental & Climate Change Implications	
8.1	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.
Other Significant Implications	
9.1	Central government are yet to publish their LTP guidance that was due in September 2022, and this remains a key risk to the overarching programme. The team have endeavoured to minimise this risk through proactive, ongoing liaison with the Department for Transport and engagement with peers.
Background Papers	
10.1	Transport and Infrastructure Committee 4 November 2020 Transport and Infrastructure Committee 10 March 2021 Transport and Infrastructure Committee 8 September 2021 Transport and Infrastructure Committee 12 January 2022 Transport and Infrastructure Committee 18 January 2023 Transport and Infrastructure Committee 15 March 2023 Combined Authority Board 25 November 2020 Combined Authority Board 24 March 2021 Combined Authority Board 26 January 2022 Combined Authority Board 22 March 2023