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| Transport & Infrastructure Committee | Agenda Item |
| 15 November 2023 | 6 |

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| Title: | Local Transport and Connectivity Plan |
| Report of: | Tim Bellamy, Acting Assistant Director for Transport |
| Lead Member: | Cllr Anna Smith, Chair of Transport and Infrastructure Committee |
| Public Report: | Yes |
| Key Decision: | Yes |
| Voting Arrangements: | Recommendation A: requires no vote Recommendation B: a vote by consensus otherwise a vote in favour by at least two thirds of all members (or their substitute members) to include the members appointed by Cambridgeshire County Council and Peterborough City Council. |

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| Recommendations: | |
| A | Note the contents of the revised Local Transport and Connectivity Plan. |
| B | The Transport and Infrastructure Committee is invited to recommend to the Combined Authority Board to approve the Local Transport and Connectivity Plan. |

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| Strategic Objective(s): | |
| The proposals within this report fit under the following strategic objective(s): | |
| X | Achieving ambitious skills and employment opportunities <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. |
| X | Achieving good growth <ul style="list-style-type: none">Allows more flexibility to decide and develop long-term strategies that integrate our local transport and highway connectivity priorities. |
| X | Increased connectivity <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. <p>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> |

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| X | <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. <p>Outcomes - (1) Reduction in CO2 emissions for Cambridgeshire and Peterborough (2) Increase in biodiversity with improvements in both common and red-list species.</p> |
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1. Purpose

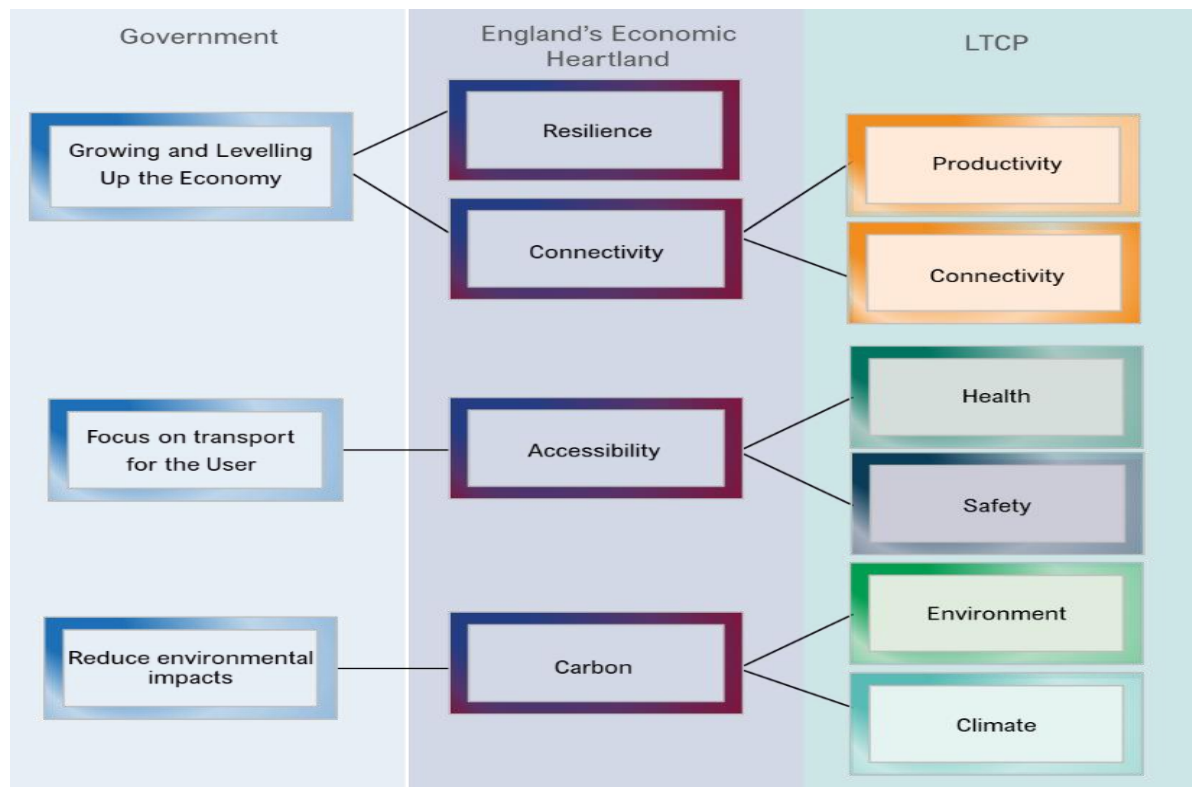
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| 1.1 | <p>This paper provides an update on the Local Transport and Connectivity Plan (LTCP) inviting the Transport and Infrastructure Committee to recommend that the Combined Authority Board approve the final version of the Plan. The Plan will be submitted to central government on the agreement and approval of the Combined Authority Board.</p> |
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2. Proposal

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| 2.1 | <p>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.</p> |
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| 2.2 | <p><i>The LTCP will deliver against the strategic objective due to the document having the following goals and objectives:</i></p> <div style="text-align: center;"> </div> |
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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.

The LTCP provides the Combined Authority, constituent Councils and partners with a breadth of options – a menu of measures that can be implemented in line with the Plan’s vision, overarching aims and objectives. These options as they relate to the highway, will be subject to the agreement of the Highways Authority for Peterborough, and the Highways Authority for Cambridgeshire. In the case of Cambridgeshire, the Highways Authority will also consult with the relevant District Council. In addition, it should also be noted that some component parts of the Plan are not wholly subscribed to by all the constituent Councils within Cambridgeshire and Peterborough.

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 Strategic Transport Authorities, and other interest groups;
- A review by high-quality and renowned peer Strategic Transport Authorities;
- Engagement with and feedback from DfT and sub-national transport bodies;

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| | <ul style="list-style-type: none"> • Addressing the emerging intelligence and understanding of likely implications of the LTP guidance including: <ul style="list-style-type: none"> - 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 LT(C)P and Local Plans. - Carbon Assessment – LTCP based on Improve, Shift and Avoid • Feedback received from the Transport and Infrastructure Committee and Combined Authority Board in March 2024, as well as subsequent meetings with the Business Board, Transport and Infrastructure members and Leaders. |
| 3.3 | <p><u>Programme</u></p> <p>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.</p> <p>Following receipt of the final LTP 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 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> |
| 3.4 | <p><u>Changes since the CA Board in September 2023</u></p> <p>The LTCP was previously submitted to the Combined Authority Board in September 2023. Since these papers were previously submitted to the CA Board, a number of minor amendments have been made to the text within the main strategic document (the updated Strategic Document can be found in Appendix 1). In the main this is due to central government having published “<i>The Plan for Drivers</i>” document and further development of our Single Assurance Framework (SAF). To reflect these changes, the Plan has been updated and the amendments are outlined below:</p> <ul style="list-style-type: none"> • Page 6 – reference to <i>The Plan for Drivers</i> document within the general policy areas that have been considered during the development of the Plan; |

- Page 7 – reference to *The Plan for Drivers* document within the national policy context – bullet point now reads “*Plan for Drivers (2023): Sets out the government’s approach in ensuring the needs of drivers are considered*”;
- Page 20 – final sentence now reads “*Alongside more walking, cycling, public and shared transport use, reducing the need to travel and distances travelled plays an important role in providing alternatives to private vehicle use and improving choice and opportunities for all*”;
- Page 21 – first two sentences now read “*Through the effective planning of services so that they are within easy and accessible walking distance for our residents and users. We will support and empower Local Authorities and communities who wish to consider and develop 20-minute neighbourhoods where appropriate and supported by local partners, including the Local Authority*”;
- Page 23 – having taken out the direct reference to 20-minute neighbourhoods, the final paragraph in the first column now reads “*A range of tools exist that can reduce vehicle speeds, road space reallocation, and modal filters*”;
- Page 23 – the first sentence of second column now reads “*We will support and empower Local Authorities and partners who wish to consider and develop appropriate 20-minute neighbourhoods across the region*”;
- Page 27 – to take into account the narrative within *The Plan for Drivers*, the eighth bullet point now reads “*Faster and more punctual journeys by bus, delivered with more, effective bus priority measures to ensure that these help rather than hindering traffic movement*”;
- Page 36 – the second paragraph now reads “*We will investigate demand management measures, where appropriate, in order to shift private car use, empowering Local Authorities to engage with key stakeholders during the development of any schemes. It is recognised that fiscal measures could be used to help manage demand and/or generate revenue that can be used to support other sustainable transport measures. Where there is local support, we will assist our Local Authorities in the exploration and appropriate implementation of these as a mechanism to create space and raise revenue which in turn will improve the reliability, speed, and frequency of public transport, as well as funding cheaper tickets*”;
- Page 42 – to take into account the narrative within *The Plan for Drivers*, the fourth paragraph of the second column now reads “*Network management plays a key role in monitoring and managing traffic on all parts of the network, from strategic routes such as the A1(M) and A14 to our local roads and town centres. It is important to balance the requirements of communities and stakeholders in decisions that affect residents’ ability to access employment, social and educational facilities. This aligns with the government’s aspiration to consult on extending fines for overrunning street works at weekends and increasing Fixed Penalty Notices*”;
- Page 50 – the fourth bullet point now reads “*Engagement and communication through our formal governance framework*” to reflect the Combined Authority’s strong position on governance;
- The continued developments to the SAF are now reflected within the Assessment, Funding, and Implementation section of the Plan;
- Within the Peterborough local section of the LTCP the following paragraph has been included “*It is recognised that Peterborough City Council are the Highways Authority for Peterborough and as such, measures documented within the overarching LTCP including schemes such as travel demand management measures, or 20-minute neighbourhoods, can only be implemented by them. It is also recognised that Peterborough City Council have the power of ‘veto’ on the implementation of any transport related scheme within Peterborough*”; and
- In the Greater Cambridge local section of the Plan a number of amendments/deletions have been made to ensure the document reflects the emerging position following decision in relation to Making Connections, including:
 - Page 11 of the localised section now reads: “*The Making Connections consultation explored these issues through its proposals which were consulted upon in 2021 and 2022, seeking feedback on proposed bus improvements as well as options for introducing charges for driving and/or parking in Cambridge. This built on previous public engagement through ‘Choices for Better Journeys’ and the Greater Cambridge Citizens’ Assembly*”.
 - Page 11 has been revised to state “*Shaped by the feedback from both consultations, the GCP Board considered proposals for a package of bus and active travel improvements, funded by a Sustainable Travel Zone within which drivers would pay a charge. The Board agreed not to take forward those proposals in September 2023 because of a lack of political consensus at that time*”.
 - Page 14 of the Greater Cambridge local section states “*The GCP’s City Access programme targets a variety of interventions that prioritise and support the uptake of sustainable travel modes in Greater Cambridge in order to reduce congestion, improve environmental*

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| | <p><i>outcomes and support inclusive growth. It aims to deliver a cohesive, people-focused sustainable transport system in Greater Cambridge by freeing up road space and considering ways of raising revenue to support sustainable travel modes. The programme includes a variety of interventions including a revised road network hierarchy, an Integrated Parking Strategy for Greater Cambridge and a freight and deliveries consolidation pilot. It also has a rolling programme of 'quick wins' to improve opportunities for sustainable travel across the city and is commencing work on behavioural interventions that can help to increase travel by sustainable modes. Under City Access, proposals were put forward to improve bus services into and around Greater Cambridge enabled by a sustainable travel zone. In September 2023, the GCP Executive Board agreed that whilst the proposals as revised following consultation met the objectives of the City Deal programme and responded well to the consultation findings there was not political consensus to progress with developing the business case for the Making Connections proposals any further at this stage. The City Access programme will continue to consider how best to achieve its objectives following this decision."</i></p> |
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4. Appendices

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| 4.1 | <ul style="list-style-type: none"> A. CPCA Local Transport and Connectivity Plan Strategic Document (clean version) B. CPCA Local Transport and Connectivity Plan Revised Strategic Document (with track changes) C. East Cambridgeshire Local Section D. Fenland Local Section E. Revised Greater Cambridge Local Section (track change) F. Huntingdonshire Local Section G. Revised Peterborough Local Section (track change) H. Local Transport and Connectivity Plan Glossary I. Local Transport and Connectivity Plan Evidence Base J. LTCP Monitoring and Evaluation Report K. Quantified Carbon Assessment – Technical Note L. Quantified Carbon Assessment – Briefing Note, March '22 M. Quantified Carbon Assessment – Briefing Note, November '22 N. Quantified Carbon Assessment – Briefing Note, February '23 O. LTCP Consultation Report P. LTCP Consultation Report – You Said, We Did Q. CPCA LTCP Integrated Impact Assessment R. CPCA LTCP Integrated Impact Assessment – Appendices S. CPCA LTCP Policy Review T. CPCA LTCP Habitats Regulations Assessment U. LTCP Engagement Briefing Note |
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5. Implications

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| 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 | <p>All local transport authorities have a legal duty to produce and maintain a Local Transport Plan as outlined in the 'Transport Act 2000' (later amended by the 'Local Transport Act 2008'). Additionally, with no overarching strategic transport plan in place, there could be a negative impact on the likelihood of the authority securing major scheme funding.</p> <p>Developing a Combined Authority Transport Plan seeks to clarify and update the city region's current transport policy context to help prioritise interventions and deliverables</p> |

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| | The changes referred to in paragraph 3.4, in relation to Page 20 of the LTCP, reflect the decision-making roles of both Peterborough City Council and Cambridgeshire County Council as the region's Statutory Highways Authorities. The wording therefore reflects the current and legal position in Cambridgeshire within a two-tier authority set-up. Any decision made by the CPCA must recognise the statutory duties of PCC and CCC in compliance with the law, otherwise the decision carries with it a risk of unlawfulness. Consequently, any legal challenge would likely be successful. |
| 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 Transport and Infrastructure Committee 13 September 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 Combined Authority Board 20 September 2023 |