

CPCA Local Transport and Connectivity Plan – Policy Review

Introduction

Figure 1 indicates the policy layers across which policies directly impact or indirectly influence the CPCA's Local Transport and Connectivity Plan (LTCP).

Figure 1: Policy Layers



The following policy documents following this structure, have been reviewed and summarised within this document:

National policies

- Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities 2022)
- Decarbonising Transport: A Better Greener Britain (Department for Transport, 2021)
- Bus Back Better (Department for Transport, 2021)
- Net Zero Strategy: Build Back Greener (Department for Business, Energy & Industrial Strategy, 2021)
- Gear Change (Department for Transport, 2020)
- National Highways Strategic Business Plan 2020 – 2025 (2020)
- Road Investment Strategy 2: 2020-2025 (Department for Transport, 2020)
- Rail Network Enhancements Pipeline Autumn 2019 Schemes Update (Department for Transport, 2019)
- Net Zero: The UK's contribution to stopping global warming (UK Committee on Climate Change, 2019)
- Public Health England Strategy 2020-25 (2019)
- Clean Air Strategy (DEFRA, 2019)
- A Green Future: Our 25 Year Plan to Improve the Environment (Department for Environment, Food and Rural Affairs, 2018)
- Network Rail Strategic Business Plan 2019 – 2024 (2018)
- Transport Investment Strategy (Department for Transport, 2017)

Sub-national

The following sub-national policy documents have been reviewed:

- England's Economic Heartland Transport Strategy (2021)

Cambridgeshire & Peterborough Combined Authority

The following CPCA-derived policy documents have been reviewed:

- Annual Report & Business Plan 2021/22 (2021)
- Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)
- Independent Commission on Climate (2021)
- Growth Ambition Statement (2021)
- Cambridgeshire and Peterborough Local Industrial Strategy (2019)
- Skills Strategy Framework (2019)
- Independent Economic Review (2018)
- Non-Statutory Spatial Framework Phase 1 to 2050 (2018)
- Economy: Housing Strategy (2018)
- Economy: Business and Tourism (2018)
- Economy: Resilience (2018)
- Environment: Environmental Strategy (2018)
- Cambridgeshire and Peterborough Devolution Deal (2017)

Local

- Huntingdonshire: Local Plan (2019)
- Peterborough: Local Plan (2019)
- Cambridge City Council: Local Plan (2018)
- South Cambridgeshire: Local Plan (2018)
- Cambridgeshire County Council: East Cambridgeshire Transport Strategy (2016)
- East Cambridgeshire District Council: Local Plan (2015)
- Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)
- Fenland: Local Plan (2014)

Key themes

The LTCP is comprised of a total of 11 key themes of which provide alignment for its goals and objectives. These themes will be utilised to undertake an assessment of wider policies. These themes, alongside their objective statements are indicated below:

Housing

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

Employment

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

Business & Tourism

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

Resilience

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

Accessibility

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

Digital

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

Health & Wellbeing

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

Air Quality

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

Safety

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

Environment

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

Climate change

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

Policy review

Table 1: Policy Review

Policy	Relationship	Notes
National		
Decarbonising Transport: A Better Greener Britain (Department for Transport, 2021)	Transport	Sets out central government ambitions specific to transport that the LTCP will need to address
Bus Back Better (Department for Transport, 2021)		
Gear Change (Department for Transport, 2020)		
Transport Investment Strategy (Department for Transport, 2017)		
Road Investment Strategy 2: 2020-2025 (Department for Transport, 2020)		
Rail Network Enhancements Pipeline Autumn 2019 Schemes Update (Department for Transport, 2019)		
Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities, 2022)	Wider	Sets out central government ambitions – LTCP will need to be developed with this in mind
Net Zero Strategy: Build Back Greener (Department for Business, Energy & Industrial Strategy, 2021)		
Public Health England Strategy 2020-25		
Clean Air Strategy (DEFRA, 2019)		
A Green Future: Our 25 Year Plan to Improve the Environment (DEFRA, 2018)		
Net Zero: The UK's contribution to stopping global warming (UK Committee on Climate Change, 2019)		
Network Rail Strategic Business Plan 2019 – 2024 (2018)		
National Highways Strategic Business Plan 2020-2025 (2020)		
Subnational		
England's Economic Heartland Regional Transport Strategy (2021)	Transport	Sets out regional STB ambitions specific to transport that the LTCP should address
Cambridgeshire & Peterborough Combined Authority		
Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)	Transport	Directly related to CPCA, with principles and objectives directly specific to transport which will necessitate LTCP alignment
Annual Report & Business Plan 2021/22	Wider	
CPIER (Cambridge & Peterborough Independent Economic Review (Sept 2018))		

Cambridgeshire and Peterborough (Non-Statutory) Spatial Framework Phase 1 (until 2050)		Directly related to CPCA, with principles and objectives indirectly specific to transport which recommends LTCP alignment
Cambridgeshire and Peterborough Local Industrial Strategy (July 2019)		
Economy: Housing Strategy		
Economy: Business and Tourism		
Economy: Resilience		
Environment: Environmental Strategy		
Independent Commission on Climate (Oct 2021)		
Growth Ambition Statement		
Cambridgeshire and Peterborough Devolution Deal		
Skills Strategy Framework		
Local		
Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)	Transport	Key constituent spatial areas of the CPCA, of which its principles and objectives are directly specific to transport which will necessitate LTCP alignment
Cambridgeshire County Council: East Cambridgeshire Transport Strategy (2016)		
Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)		
Cambridge City Council: Local Plan (2018)	Wider	Key constituent spatial areas of the CPCA, of which its principles and objectives are indirectly specific to transport which recommends LTCP alignment
East Cambridgeshire District Council: Local Plan (2015)		
Fenland: Local Plan (2014)		
Huntingdonshire: Local Plan (2019)		
Peterborough: Local Plan (2019)		
South Cambridgeshire: Local Plan (2018)		

Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities, 2022)

Link to document

<https://www.gov.uk/government/publications/levelling-up-the-united-kingdom>

Key themes

The Levelling Up White Paper, titled *Levelling Up the United Kingdom*, was published in February 2022. The paper presents an examination of a range of socio-economic indicators which are used to evidence the narrative that “*not everyone shares equally in the UK’s success*”. It sets out the Government’s strategy for addressing inequalities through a range of policy interventions which target various indicators of inequality. The paper declares Levelling Up as a mission to challenge and change this unfairness and inequality of opportunity by creating a platform from which “*people everywhere live longer and more fulfilling lives, and benefit from sustained rises in living standards and well-being*”.

The White Paper defines 12 focus areas and associated “missions”, each with an objective to guide policy across Government over the coming decades. The 12 focus areas or “Missions” are:

- Living Standards
- Research & Development
- Transport Infrastructure
- Digital Connectivity
- Education
- Skills
- Health
- Well-being
- Pride in Place
- Housing
- Crime
- Local Leadership

Transport

- The role of connectivity of people and firms is recognised within a framework of six “capitals”, with connectivity within the “Physical Capital”
- A focus area for transport infrastructure is identified with the following “Mission”:
 - “By 2030, local public transport connectivity across the country will be significantly closer to the standards of London, with improved services, simpler fares and integrated ticketing.”
- Only one or two references to Sub-national Transport Bodies and no proposals either to bolster their role or subsume their role into Mayoral Combined Authorities. Additional in-year resource funding (not referenced in White Paper) and mention of capacity and capability building suggests STBs role continues as is, but perhaps not going to be seen as the bodies to take schemes through to sponsorship / business case, beyond those already in the offing.

Funding

- No major changes in policy or funding for transport. Reannouncements of existing policy / funding: **City Region Sustainable Transport Settlements** (£5.7bn in five-year settlements to eight of the largest conurbations outside of London for infrastructure, services and integrated ticketing), **Bus Back Better** (£3bn – subsidy, smaller scale infrastructure, and zero emission vehicles), and **Gear Change** (£2bn for active travel). Confirmation that only **Mayoral Combined Authorities will get multi-year funding settlements** or be a priority for rail partnerships with Great British Railways.
- However, the **UK Shared Prosperity Fund** is further trailed with £2.6bn a year – similar amount to the now defunct Local Growth Fund. “*Local leaders will be empowered to direct funding towards their own, locally identified priorities, whether that be promoting new outdoor markets, reducing litter, graffiti and anti-social behaviour, reviving high streets, supporting local businesses or introducing skills provision to match local labour market need and support those furthest from the labour market*”.
- Further rounds of **Levelling up Fund** identified.
- Opportunities to negotiate further “**Deals**” (e.g. City Deals, Devolution Deals, County Deals).

- There is a commitment to **streamline local government funding** this year – less ringfencing, less bidding etc. Could be downside for us if there is less bidding or less for transport but could mean upside for assurance and ex-post evaluation (especially following-on from recent National Audit Office findings).

Devolution

“Devolution” is still current, and the White Paper contains a “Devolution Framework” – government wants to do “Deals” with (1) elected leaders who preside over sensible geographies, that represent a coherent Functional Economic Area – promotion of Mayoral Combined Authorities; (2) counties and unitary authorities through their systems of a leader and cabinet if their population is over 500,000; and (3) groups of authorities with streamlined decision making. The latter getting the lowest levels of power or funding devolved. *“Those authorities with stronger decision-making structures will secure greater powers”.*

Other

Moving the civil service away from London, but no pipeline for Cambridgeshire and Peterborough.

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009448/decarbonising-transport-a-better-greener-britain.pdf

Key themes

Sets the agenda for how the transport sector will meet the legally binding target for 'Net Zero' Carbon emissions by 2050. This document established the need to accelerate the rate of decarbonisation in the sector to meet this target.

Key Principles

1. Major emphasis on the **modal shift** to public and active transport – increase walking and cycling
2. Decarbonising Road Transport vehicles and ensuring infrastructure will not be a barrier to this – zero emission buses and coaches, car fleets
3. Decarbonising goods delivery – including 'last mile delivery' – freight and logistics sector
4. UK as a hub for green transport technology and innovation – low carbon fuels, hydrogen – focusing R&D investment
5. Place-based solutions – to drive decarbonisation at a local level
 - Local transport infrastructure funding reform
 - £12 billion invested into local transport systems
 - Local Authority toolkit of guidance and information to be published later this year (including changing behaviours, reducing the need to travel, charging schemes e.g., emission zones, decarbonising the vehicle fleet)
 - **To encourage decarbonisation and transport improvements at a local level, quantifiable carbon reductions will become a fundamental part of local transport planning and funding – in line with Carbon budgets and net zero**
 - Reformed planning system - embed transport decarbonisation principles in spatial planning and across transport policymaking
 - at least one zero emission transport city and four industrial areas 'SuperPlaces'
6. Reducing carbon in a global economy – aviation will meet net zero by 2040 and UK shipping by 2050

Bus Back Better (Department for Transport, 2021)

Link to Document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/980227/DfT-Bus-Back-Better-national-bus-strategy-for-England.pdf

Key themes

This strategy expands on the plans for new bus investment announced in February 2020. At its core is a new £3bn fund for bus investments to be distributed to Local Transport Authorities (LTAs) across the country. The strategy document also positions the Government's stance on how bus can benefit from new Bus Services Act 2017 powers; specifically, Enhanced Partnership schemes and franchising.

Outcomes

In terms of patronage, the document emphasises that it first wants to see a return to pre-COVID levels before looking to 'raise buses' mode share'. It then sets out how it will do this in terms of making bus relatively more attractive compared to car:

- Implement daily price capping everywhere – in rural areas as well as in towns and cities – and multi-operator ticketing as standard, with an ambition to see integrated multimodal ticketing systems in more areas
- Reallocate capacity from overcrowded urban bus corridors so that more evening and weekend services can be provided, as well as 'turn up and go' service frequencies in major urban centres
- Every LTA is expected to draft 'ambitious bus priority schemes or face ineligibility for the £3bn levelling-up fund in 2022
- The introduction of 4,000 new zero emission buses comprising around 10% of the current fleet nationwide
- Improve bus information provision by ensuring common route numbering systems (not differentiated by operator), adopting 'local branding that reflects the community and not the operator', and investing in marketing including introductory offers for non-users

Regulation - two primary regulatory arrangements for bus over the next several years:

1. Enhanced Partnerships and franchising. It notes that franchising powers are automatically available to Mayoral Combined Authorities (such as the West Midlands) but require Secretary of State approval elsewhere.
2. From 1 July 2021, any LTAs and/or operators that haven't committed to establishing Enhanced Partnerships will cease to receive the COVID-19 Bus Services Support Grant and will not be eligible for the £3bn discretionary bus fund. This includes areas such as the West Midlands where franchising may be a preferred option as Enhanced Partnerships are expected to be implemented until the franchising process is finalised.

These rules may be disapplied by the Secretary of State on a case-by-case basis where the operator/LTA can prove that exceptional circumstances have prohibited them from meeting the requirements.

On top of this, the document outlines planned tweaks and changes to other bus-related regulations:

- Giving LTAs 'new powers to enforce traffic regulations' to promote bus priority
- The upcoming Future of Transport Regulatory review, which aims to update the legislative framework to account for new technologies like automated vehicles and ridesharing apps
- Mandating the provision of audio-visual information, including stop announcements, on all buses by summer 2022
- Reviewing accessibility regulations so that they 'are based on an up-to-date understanding of passenger need'

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1033990/net-zero-strategy-beis.pdf

Key themes

A zero-emission vehicle mandate to improve consumer choice and maximise the economic benefit from this transition by giving a clear signal to investors to deliver the 2030 commitment to end the sale of new petrol and diesel cars, and 2035 commitment that all cars must be fully zero emissions capable.

Objectives

- Further funding of £620 million for zero emission vehicle grants and EV Infrastructure
- Allocating a further £350 million of £1 billion Automotive Transformation Fund (ATF) to support the electrification of UK vehicles and their supply chains.
- Building on the success of £20 million zero emission road freight trials, trial three zero emission HGV technologies at scale on UK roads
- £2 billion investment which will help enable half of journeys in towns and cities to be cycled or walked by 2030
- £3 billion to create integrated bus networks, more frequent services, and bus lanes to speed journeys
- Transformation of local transport systems, with 4,000 new zero emission buses and the infrastructure to support them, and a net zero rail network by 2050, with the ambition to remove all diesel-only trains by 2040
- Extend the Clean Maritime Demonstration Competition to a multi-year programme, delivering real-world demonstrations and technology trials of clean maritime vessels and infrastructure to decarbonise the maritime sector. This is part of the commitment to a UK Shipping Office for Reducing Emissions.
- Significant investment in rail electrification and city rapid transit systems.
- Become a world-leader in zero emission flight and kick-starting the commercialisation of the UK sustainable aviation fuel so people can fly and connect without guilt.

Gear Change (Department for Transport, 2020)

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

Key themes

Published in the midst and context of the Covid-19 crisis, this document sets out that new design guidance will set higher quality and safer requirements (including Local Transport Note (LTN) 1/20) for new walking and cycling schemes which must be met as a pre-requisite for funding. The document sets out the ambition for England to be “a great walking and cycling nation”.

A new inspectorate and funding body, expected to be set up in 2021 and which will be led by a National Cycling and Walking Commissioner (yet to be determined), will enforce these new standards.

The Department for Transport (DfT) will work with the Ministry of Housing, Communities and Local Government and the Local Government Association to place cycling and walking provision at the heart of local plan-making and decision-taking for new developments.

Actions include better integration of the rail and bus network with cycles, through additional and more secure cycle parking, as well as more space on-board for cycles. There will be encouragement of freight to be transported by cargo cycles and a national scheme to support greater use of e-bikes will be established.

National Highways Strategic Business Plan 2020 - 2025 (2020)

Link to document

<https://nationalhighways.co.uk/media/3i5c454q/strategic-business-plan-2020-25.pdf>

Key themes

The document responds to Government's Road Investment Strategy, providing high-level direction for all parts of Highways England: safer, more reliable, and greener strategic road network, that uses technology, supports the economy, and is integrated into the wider transport network.

Objectives

- Improving safety for all
- Fast and reliable journeys
- Well-maintained resilient network
- Delivering better environmental outcomes
- Meeting the needs of all users
- Achieving efficient delivery

This document additionally presents schemes outlined by the Road Investment Strategy 2. These are categorised and presented within this review, under Road Investment Strategy 2: 2020-2025 (Department for Transport, 2020).

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951100/road-investment-strategy-2-2020-2025.pdf

Key themes

The second Road Investment Strategy (RIS2) sets a long-term strategic vision for the strategic road network, alongside performance standards which Highways England must meet, planned enhancement schemes expected to be built and funding to be made available during the second Road Period (RP2). This covers the financial years 2020/21 to 2024/25.

The strategy details projects across England categorised as either:

- RIS1 (Open for traffic)
- Under construction
- Committed for RP2
- Smart motorways subject to stocktake
- Part of the RIS3 pipeline

There are a range of projects within the CPCA spatial area across a number of categories, including junction improvements, lane dualling and widening, and introduction of smart motorways.

Committed for RP2

- **A428 Black Cat to Caxton Gibbet** – dualling of remaining single carriageway section between Cambridge and the M1, including three grade separated junctions: one at the junction of the A1 and A421 (Black Cat); a second at Cambridge Road / B1428 east of St Neots; and a third at the junction of the A428 / A1198 at Caxton Gibbet. The Black Cat interchange will provide free-flowing movements for traffic on the A1 and the A421 / A428.
- **A47 Wansford to Sutton** - dualling of the A47 between the A1 and the dual carriageway section west of Peterborough.
- **A47 Guyhirn Junction** – creation of a new, larger junction linking the A47 and A141.

Complete / Under construction

- **A14 Cambridge to Huntingdon** – a major upgrade to the A14 between the A1 and north Cambridge, widening the road to three lanes, providing a new bypass around Huntingdon, creating distributor roads for local traffic and remodelling key junctions along the route.

Pipeline schemes for RIS3

- A47/A1101 Elm Road Junction
- M11 Junction 13 Cambridge West
- A11 Fiveways Junction (4km west of Cambridgeshire boundary into Suffolk)

Link to document

<https://www.theccc.org.uk/publication/net-zero-the-uks-contribution-to-stopping-global-warming/#:~:text=The%20report's%20key%20findings%20are,the%20UK%20as%20a%20whole.>

Key themes

The UK should set and vigorously pursue an ambitious target to reduce greenhouse gas emissions (GHGs) to 'net-zero' by 2050, ending the UK's contribution to global warming within 30 years, as per the net-zero GHG target for 2050 made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990.

Strategies

- Reduce emissions via travel choices – cycling, walking, public transport, electric vehicle purchases, minimise flying
- Extensive electrification - particularly of transport and heating, supported by a major expansion of renewable and other low-carbon power generation.
- Developing the infrastructure - reaching net-zero emissions will require development or enhancement of shared infrastructure such as electricity networks, hydrogen production and distribution and CO2 transport and storage.
- Surface transport - all cars and vans to be electric by 2050, and for most HGVs to be either electric or hydrogen powered.
- Electric vehicles - switch the entire fleet of light-duty vehicles to ultra-low emission vehicles (ULEVs) by 2050 means that by 2035, at the very latest, all sales of new cars and vans will need to be ULEVs.

Household transport emissions need to be close to zero in 2050:

- Switching to electric vehicles is essential - falling in price, the range of new electric vehicles will continue to increase as battery costs fall, ensuring more households can find a solution that suits their needs.
- Shifting to more sustainable modes of transport could be a cost-effective alternative to private car ownership, depending on location. This could mean more walking and cycling (which would also provide health benefits by increasing the amount of physical activity people do) or low-carbon public transport (electric buses and trains) for longer journeys.

Transport sector

- Trials of zero-emission HGVs and associated refuelling infrastructure to develop an evidence base. Vehicle and fuel taxation from the 2020s onwards should be designed to incentivise commercial operators to purchase and operate zero emission HGVs.
- The Government must encourage walking, cycling and the use of public transport in preference to car usage through provision of infrastructure for safe and practical cycling, to exploit opportunities for emissions reductions in the nearer term, as well as achieving health co-benefits from active travel and improved air quality.
- Improve the logistical efficiency of HGVs, including increased roll-out of urban consolidation centres to minimise journeys into busy urban centres and adjusting delivery times to ensure HGVs can avoid congestion.
- Rail electrification should be planned on a rolling basis to keep costs low, and trials of hydrogen trains on UK rail should be supported where necessary.

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953967/rail-network-enhancements-pipeline-document.pdf

Key themes

The Rail Network Enhancement Pipeline (RNEP) sets out the approach applied to all rail enhancements within England and Wales which are receipt of funding from the Department of Transport. Enhancements are typically realised through changes to train services, introduction of improved trains, or revised timetables. These schemes must progress through the RNEP decision gateways before moving into delivery.

Schemes are categorised as either:

- With a Decision to Initiate
- With a Decision to Develop
- With a Decision to Design

There are a range of projects within the CPCA spatial area, across a number of categories including new stations, capacity improvements and signalling improvements.

Decision to Develop:

- **Cambridge South** – to deliver a new station and associated infrastructure in the Cambridge South area.
- **Ely Area Capacity Enhancement** – to increase capacity through the Ely area for freight and passenger services.
- **East Coast Digital Programme** – Digital signalling on the East Coast Mainline to increase capacity and improve performance.
- **Haughley Junction** – Scheme in Suffolk (to the north of Stowmarket) to increase junction capacity to allow more trains, particularly freight trains to operate on the Felixstowe to Nuneaton line which passes through the Cambridgeshire and Peterborough area, as well as improving journey times and resilience

Public Health England Strategy 2020-25 (2019)

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/831562/PHE_Strategy_2020-25.pdf

Key themes

Outlines priorities to protect people and help people to live longer in good health. Aims to keep people safe, prevent poor health, narrow the health gap, and support a strong economy.

Challenges we face:

- Reversing trends in life expectancy and poor health
- Addressing unhealthy behaviours
- Persistent and growing inequalities
- Health protection threats
- Tackling infectious diseases

Key priorities:

- Promote a healthier nation e.g., cleaner air
- Work towards a fairer society
- Enhance ability to keep the public safe
- Strengthen the public health system

Opportunities:

- Optimise behavioural science
- Realising the potential of new technologies
- Harnessing progress in science and research
- Supporting our system partners
- Creating healthy communities

Shaping policy and practice:

- Guidance on how best to use policies at their disposal to improve health outcomes
- Support local authorities to invest effectively in public health services and create physical, social, and economic environments that promote and facilitate good health
- Conducting evaluations of programmes and interventions to identify examples of best practice and sharing insights across global, national, and local networks

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/770715/clean-air-strategy-2019.pdf

Key themes

Sets out the comprehensive action that is required from across all parts of government and society to tackle air pollution and control major sources of air pollution, in line with the risk they pose to public health and the environment, plus act in areas with an air pollution problem.

Transport objectives

- Reduce emissions of nitrogen oxides in the areas where concentrations of these harmful gases currently exceed legal limits. Committed to tackle poor air quality through cleaner road transport and all forms of transport.
- End the sale of new conventional petrol and diesel cars and vans by 2040 - UK to be positioned as the best place in the world to develop, manufacture and use zero exhaust emissions vehicles. Ensure that the cleanest conventional vehicles are driven on our roads during the transition.
- Strategy for the future of the UK Aviation sector, Aviation 2050.
- Strategy shaping up the future of the maritime sector, Maritime 2050
- New legislation to enable the Transport Secretary to compel manufacturers to recall vehicles and non-road mobile machinery for any failures in their emissions control system, and to take effective action against tampering with vehicle emissions control systems.
- Work with international partners to research and develop new standards for tyres and brakes to address toxic non-exhaust particulate emissions
- Reduce emissions from rail and reduce passenger and worker exposure to air pollution.
- Guidelines to advise ports on how to develop effective and targeted Air Quality Strategies. The strategies will set out plans to reduce emissions across the ports and associated waterways, including both emissions from shore activities and visiting ships.
- We are taking action to encourage the use of the cleanest modes of transport for freight and passengers, including active travel.
- Work with the Treasury to review current uses of red diesel and ensure its lower cost is not discouraging the transition to cleaner alternatives.
- Explore permitting approaches to reduce emissions from non-road mobile machinery, particularly in urban areas.

A Green Future: Our 25 Year Plan to Improve the Environment (Department for Environment, Food and Rural Affairs, 2018)

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/693158/25-year-environment-plan.pdf

Key themes

Sets out government action to help the natural world regain and retain good health. It aims to deliver cleaner air and water in our cities and rural landscapes, protect threatened species and provide richer wildlife habitats. It calls for an approach to agriculture, forestry, land use and fishing that puts the environment first.

- Delivering a Green Brexit – to reform our agriculture and fisheries management, how we restore nature, and how we care for our land, our rivers, and our seas.
- Problems of waste and soil degradation
- Improve social justice - tackling the adverse impact of pollution on those living in less favourable areas, and by opening the mental and physical health benefits of the natural world to people from the widest possible range of ages and backgrounds
- Effects of climate change – risk to the environment because of higher land and sea temperatures, rising sea levels, extreme weather patterns and ocean acidification, which harms marine species
- Protecting and improving the environment both at home and abroad - show leadership on conservation, climate change, land use, sustainable global food supplies and marine health.
- Champion sustainable development, lead in environmental science, innovate to achieve clean growth, and increase resource efficiency to provide benefits to both our environment and economy - pledge to hand over our planet to the next generation in a better condition
- Protecting and growing natural capital – as a tool in decision-making, consider every aspect of the environment for national wellbeing, health, and economic prosperity

Transport

'Future of Mobility' Grand Challenge - become a world leader in shaping the future of mobility, including the low carbon transport of the future. Key priorities:

- Establishing a flexible regulatory framework to encourage new modes of transport and new business models.
- Seizing opportunities and addressing the challenges of moving from hydrocarbon to zero emission vehicles.
- Preparing for a future of new mobility services, increased autonomy, journey sharing and a blurring of the distinctions between private and public transport.
- Exploring ways to use data to accelerate the development of new mobility services and enable the more effective operation of our transport system.

Link to document

<https://sacuksprodnr.digital0001.blob.core.windows.net/delivery-plan-previously-published/02.%20Strategic%20Business%20Plan%202019-2024%20documents%20published%20February%202018/1.%20Summary%20documents/High%20level%20summary/Strategic-Business-Plan-High-Level-Summary.pdf>

Key themes

Presents plans for Britain’s railways between 2019 and 2024 involving greater alignment between track and train, with shared targets and priorities.

- Safe – drive down train accident risk, level crossing risk and protect the workforce from injury, sustainability
- Reliable – on time and more frequent (assets, timetables, operations, information)
- Efficient – coping with demand, drive down operation costs further using new technology and more efficient ways of working
- Growing – cope with capacity challenges, changes in the delivery of enhancements on a case-by-case basis, transition into a digital signalling railway
- Great people, great teams – attract and retain the brightest and best, become best employer, diverse and inclusive

Opportunities

- Improvements for passengers
- Jobs, housing, and growth – investment
- Supporting technology and innovation

The document additionally exhibits a strong relationship to the Department for Transport Rail Network Enhancements Pipeline, with this document detailed also within this document.

Link to document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/918490/Transport_investment_strategy.pdf

Key themes

To enable gov. industrial strategy, transport infrastructure can maintain and upgrade transport infrastructure – an integrated network that underpins daily lives and the economy – connect communities and businesses and help deliver balanced growth across the country. This strategy builds on existing progress and – through the investment decisions – outlines response, realistically and pragmatically, to today’s challenges, driving progress towards fulfilling the aims of our Industrial Strategy and putting the travelling public at the heart of the choices we make.

It sets out Government’s four main priorities for the UK transport network, upon which investment decisions should focus upon:

1. **Create a transport network that works for users, wherever they live.** The strategy stresses that transport users – people and businesses – want a network that is reliable, well-managed, and safe, with journeys that are easy, fast, and comfortable, with the right connections in the right places. It notes that the UK networks are ageing and intensively-used, facing increased demand and evolving trends in people’s work and leisure patterns (and hence travel behaviour)
2. **Improve productivity and rebalance growth across the UK.** The strategy argues that reducing congestion and strengthening connectivity are both crucial for boosting the UK economy, through increasing local productivity across the country, and creating places in which people want to live and work
3. **Enhance our global competitiveness by making Britain a more attractive place to invest.** Transport connectivity is argued as vital for enabling trade, with investors needing effective international connections to access new markets, integrate operations into their global supply chains and to conduct business efficiently. Continued improvements in transport connectivity and capacity can hence help support inward investment, and compete with other countries to attract global business
4. **Support the creation of new housing.** Transport plays a key role in facilitating housing growth, and the housing market in the UK is not delivering the homes that people need

Strategy

- Ensure investment consistently meets the needs of users, and helps to create a balanced economy
- Focus on getting the best value out of the network and our investment
- Retail a resolute focus on delivery
- Remain adaptable in the face of change
- Create strong institutional decision-making frameworks at local.

Investment Priorities:

- Improve the condition and performance of the existing network
- Expand existing capacity to ease congestion
- Enhancing connectivity by adding new capability
- Improving the user experience
- Adapting the network to safeguard our environment, safety, and health
- A network that is reliable, well-managed, and safe
- Journeys that are smooth, fast, and comfortable
- The right connections in the right places
- Avoid overstretching supply chains
- Delivery within our legislative and planning constraints
- Tackling climate change proactively
- Building resilience to climate change
- Improving air quality
- Managing wider impacts on our environment
- Keeping people safe
- Unlocking opportunities provided by new technology

Delivery Innovation and action – exploiting new technologies: those that improve user experience, uptake of ULEVs, battery technology, connected and autonomous vehicles, smart systems and digital solutions, advanced materials, and condition monitoring.

The strategy stresses that the UK Government will “*continue to rely on devolved decision-making*” at the local and regional levels. At the national level, emphasis is placed on Highways England investment to reduce congestion as well as improving access to international gateways and the rail network. In terms of buses, the strategy reaffirms Central Government’s support of bus priority measures with partially devolved funding, together with the bus franchising powers that have been granted to mayoral combined authorities by the Bus Services Act 2017.

The strategy also says that Central Government funding will be made available for transport projects that are deemed to support the four national priorities for transport outlined above; especially if costs are beyond the ability of a local or regional authority to manage alone.

Furthermore, the strategy’s priorities can be extrapolated to encompass a wide range of bus-related measures. For example, the stated intention to create a better-connected transport network would plausibly be served by investing in better multimodal integration and ticketing structures, perhaps in the form of integrated smart ticketing. Building a stronger, more balanced economy by enhancing productivity could be supported through reviewing network geography to better serve areas with low service demand or by increasing service frequencies.

New housing could be supported by investing in adjacent bus networks, and strategic transport interchanges at airports could help make Britain a more attractive place to trade and invest. There is broad scope for devolved bodies to build cases for investment across several different policy areas.

Sub-national policies

Regional Transport Strategy (England's Economic Heartland, 2021)

Link to document

https://eeh-prod-media.s3.amazonaws.com/documents/Connecting_People_Transforming_Journeys_av.pdf

Key themes

Transport strategy to support the ambitions of the England's Economic Heartland (EEH), which brings together Local Transport Authorities between Cambridgeshire in the East and Swindon in the West, in a strategic partnership. The EEH was established in 2015 for its partners to better plan for strategic infrastructure improvements alongside other issues which are common to the area. Key themes within the Transport Strategy include:

- Improving economic prosperity
- Decarbonisation and sustainability
- Future mobilities
- Improving journeys based on people, place and movement types

The strategy describes a large range of projects as part of its investment pipeline. Key themes and typologies of these projects include:

- Electrification of rail infrastructure
- Digital connectivity provision (5G and fibre)
- Electric vehicle charging facilities
- Enhanced rail freight capacity
- Improved connectivity (north south and east west)
- Strategic rail interchanges
- Mass transit systems
- Access to strategic gateways
- Local connectivity improvements
- Area/corridor studies

The following schemes are identified in their Infrastructure Pipeline in the Cambridgeshire and Peterborough area or importance to Cambridgeshire and Peterborough:

- Delivery of East West Rail including:
 - Oxford to Cambridge
 - Aylesbury to Milton Keynes
 - Cambridge to Norwich/Ipswich
 - electrified
 - freight services
 - digital infrastructure provision – 5G and fibre connectivity
- Electrification of road infrastructure
- Enhanced capacity for rail freight on the Felixstowe to Nuneaton Line
- Improved connectivity (east west) – northern: improved public transport connectivity between Peterborough and Northampton
- Cambridge South Station by 2025
- Enhanced connectivity on the London – Bishop's Stortford – Cambridge Corridor
- Reopening of the railway from March to Wisbech
- Strategic Interchanges
 - Sandy / St Neots area – with East Coast Main Line
 - Cambridge / Cambridge South – with Anglia Main Line
- Mass Transit
 - Cambridgeshire
 - Improved access to Stansted Airport through improvements on the West Anglia Main Line
- Improvements to the National Cycle Network and urban cycleways including the development of a high-quality cycleway – the Varsity Way
- Targeted investment in the highway network

- Ely to Cambridge A10 Dualling Improvements (Large Local Major Scheme)
- Ely to Cambridge A10 Junction Improvements
- A1139 University Centre Access, Peterborough
- A47 Wansford to Sutton
- A47 Peterborough to Wisbech
- A428 Black Cat to Caxton Gibbet Improvements
- M11 Junctions, Cambridge West

Annual Report & Business Plan 2021/22 (2021)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/key-documents/business-plan/current-business-plan/COMBINED-AUTHORITY-BUSINESS-PLAN.pdf>

Key themes

Continue to increase economic prosperity, COVID-19 recovery, and good, green growth for the market towns, rural villages, and the cities. This document outlines work to inject funding where it is most needed, spreading opportunity and bringing homes within reach of jobs, leisure, and other services. Shape growth by revisiting the Devolution Deal.

The report and business plan additionally outlines a number of road and rail projects of which some were allocated across the Rail Network Enhancements Pipeline Autumn 2019 Schemes Update and Road Investment Strategy 2: 2020-2025.

These include the following key project achievements:

- A10 – between the Milton Interchange and Ely
- A47
- Soham Station
- Market Town Masterplans
- Wisbech Rail
- Fenland Stations Regeneration Programme
- Cambridge South Station
- Kings Dyke Level Crossing
- Bus Reform

Alongside the following key project commitments for Delivery 2021/22:

- Bus Reform
- A141
- Cambridge South Station
- Market Town Masterplans
- Wisbech Rail
- Fenland Stations Regeneration Programme
- King's Dyke Level Crossing

Several other transport commitments 2021/22 are also presented, including:

- A1260 Nene Parkway Junction 15
- A1260 Nene Parkway Junction 32-3
- A142 Chatteris to Snailwell
- A16 Norwood Dualling
- A505 Study
- A605 Stanground – Whittlesey
- Ely Area Capacity Enhancements
- Fengate Access Study Phase 1
- Harston Capacity Study
- Lancaster Way
- March Area Transport Study
- Segregated Cycling Holme to Sawtry
- Snailwell Loop
- St Ives
- Peterborough's University Access
- Wisbech Access Strategy

Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)

Link to document

[CPCA-BSIP-Final-291021.pdf \(cambridgeshirepeterborough-ca.gov.uk\)](#)

Key themes

Vision: “Everyone should have the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them”

Objectives

- Bus is an attractive mode of travel to compete with the car
- But network supports sustainable growth
- Protects and enhances the environment
- Supports the health and wellbeing of the population
- Opportunity for all

Ambition

- Return to pre-Covid patronage levels followed by growth
- Priority measures to speed up journeys and make buses more reliable
- Revamped, integrated bus network offering links to more places, clockface timetables, more frequent services and longer operating hours
- Comprehensive coverage and consistent levels of service
- Zero emission buses on all services by 2030
- Tickets that can be used on all services and provide value for money
- Cheaper travel for young people
- Comprehensive information from one source in all media formats
- Better bus stops and waiting facilities

Link to document

[https://f.hubspotusercontent40.net/hubfs/6985942/FINAL%20CLIMATE%20REPORT%20LOW%20\(002\).pdf](https://f.hubspotusercontent40.net/hubfs/6985942/FINAL%20CLIMATE%20REPORT%20LOW%20(002).pdf)

Key themes

Independent commission to deliver advice on what is needed to deliver local change.

Challenges

- Greenhouse gas emissions in the region are 25% higher per person than the UK average – emissions from surface transport are high
- Region is at high risk from changing climate
- Transformation requires significant investment and must be delivered in a way that is fair and does not marginalise
- Addressing climate change can deliver multiple benefits
- Local gov. and CPCA have key role
- Business needs to step up
- Our region to show leadership – regions residents are keen to play their part

Transport related priorities/recommendations:

- EV infrastructure
- Zero emission bus and taxi fleet
- Measures to reduce car milage – including improving public transport, walking cycling
- Exclusion of diesel vans and trucks from urban centres by 2030

Buildings

- Net zero buildings
- Appropriate locations for new developments – where resources are low carbon transport infrastructures are available
- Home retrofit to be rolled out across existing buildings

Business and Industry

- Embrace opportunities arising from transition to net zero
- Regional skills strategy should have green core
- Increase net zero awareness raising and advice services for business
- Regional “Race to Zero”

Peatlands

- “Whole farm” land use policies – mitigate climate change and improve biodiversity

Nature

- Recovery programmes – tree planting, wetland creation
- Accelerate doubling nature agenda

Waste

- Update waste management strategy as matter of urgency – including communications programme for the public
- 37% reduction target for residual waste by 2030 and 65% recycling target for household waste
- Separate collection of recyclable and compostable materials
- New EfW waste plants should only go ahead with public agreement – retrofitted with CCS by 2035

Growth Ambition Statement (2021)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/key-documents/Growth-Ambition-Statement.pdf>

Key themes

Sets out key principles and priorities, reflecting the CPIER's analysis and recommendations, to guide the Combined Authority in taking its work forward.

- Double GVA over 25 years
- Focus on partnership – public sector to work together efficiently and depoliticise growth

Challenges:

- Housing challenge – not enough which threatens growth. Less affordable.
- Transport – improve connectivity in all directions, reduce commuting times, (30 min target), support future development via rigorous prioritisation. Key projects being prioritised include:
 - The Cambridge Autonomous Metro (CAM)
 - The A47 corridor
 - The A10 corridor
 - Huntingdon's Third River Crossing
 - King's Dyke level crossing replacement
 - Cambridge South Station
 - Soham Station
 - Alconbury Station
 - Wisbech rail improvements
- Funding Infrastructure – combining spatial planning and transport
- Increase productivity and export by supporting business
- A low level of skills and educational aspiration in some communities, and mismatches with employer needs in the education system, alongside the high-skilled economy of Cambridge
- Market Town Masterplans including digital connectivity
- Health, Education and Social Mobility – organising public services to focus on wider determinants of health and education aspiration. Improve community focused health care system to improve health and funding challenges

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/LIS/Local-Industrial-Strategy.pdf>

Key themes

Three subeconomies – Greater Cambridge, Greater Peterborough, and The Fens.

Plan to support industry across the area and enable it to thrive – doubling output, maximising strengths, and building inclusive economy which removes barriers.

- Improve long-term capacity for growth by supporting foundations of productivity – increasing transport capacity and improving networks for market towns to increase connectivity.
 - CAM
 - Strategic Bus Review
 - Current and future energy needs of the Arc
- Increase sustainability and broaden the base for economic growth
- Build upon existing clusters
- Key strategic corridors
 - Arc – potential to deliver transformational growth stimulate local and regional economies. Local ambitions will contribute to national Arc objectives
 - London Stansted Cambridge
 - Cambridge–Norwich Eastern Agriculture and Tech Corridor
 - Connections to the midlands and the north
 - Links to international ports

Skills Strategy Framework (2019)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/skills-strategy/Skills-Strategy.pdf>

Key themes

Vision: “An inclusive world-class local skills eco-system that matches the needs of our employers, learners and communities”

Blueprint for policies across the region that will maximise the skills of residents and drive productivity which in turn enable economic growth and social inclusion.

1. Tailored to the needs of the three sub-economies
2. Empower local access to education and skills to engage with society, increase aspirations and encourage process into further learning or work
3. Develop a dynamic skills market that can respond to the changing needs of local businesses

Key challenges include:

- Staff shortages in key sectors – technical and management roles, teachers, health care, FE/HE, impact of Brexit
- Perception of sectors and subsequent promotion within education is weak – careers guidance needs to be realistic and aspirational. Perception of apprenticeships needs to improve
- Plugging the skills gap
- Improve engagement in STEM subjects
- Mitigate disconnect with labour market

Link to document

<https://www.cpier.org.uk/media/1671/cpier-report-151118-download.pdf>

Key themes

Sustain Cambridgeshire and Peterborough's economy, and support the UK economy, while providing a better and more fulfilling way of life for the people who live and work in this area. There is significant spatial inequality – the complementary strengths of areas with contrasting economic activity need to be harnessed and linked together.

Key Recommendations

1. GVA target should be tracked and measured with flexibility depending on economic outturn. The mayor should consider development of a well-being and inclusive growth dimension to his GVA target
2. Blended spatial strategy, knowledge-intensive sectors in and around Cambridge and the southern part of the area are strongly clustered, densifying and highly dependent on their location. For this vital section of the local and indeed the national economy, it is 'Cambridge or overseas. This should not be overlooked.
3. Ensuring that Cambridge continues to deliver for KI businesses should be considered a nationally strategic priority
4. Brexit policies should ensure the greatest possible ease for EU and non-EU workers, which are needed in our businesses, and facilitate ease of trade as a high priority
5. Review of housing requirements based on the potential for higher growth in employment than currently forecast
6. Placemaking should be embedded in forward planning
7. Transport and other infrastructure projects needed to alleviate growing pains of Greater Cambridge and should better include digital technology to enable more efficient use of current transport resources
8. Scheme prioritisation and development should be implemented to support doubling the size of and connecting the three economies of the area
9. Opportunity Area for Health, including mental health, should be created in the north of the area, recognising it as being just as serious an issue for social mobility as education
10. Research focus on Surestart style provision and preschool education
11. government should enter meaningful conversations with the Mayor and the Combined Authority early in this parliament and that devolution of all skills funding be agreed as part of a second stage devolution deal
12. Regular meetings should be set up between those developing the Local Industrial Strategy, and those developing Market Town Masterplans, to ensure consistency. This should include proposals coming forward as part of the Cambridge-Milton Keynes-Oxford Arc.
13. Develop new collaborative ways of working to provide for tailored solutions to the needs of each three distinct economies
14. Government should recognise the benefits further devolution to Cambridgeshire and Peterborough would bring, and commit itself to negotiating with Cambridgeshire and Peterborough to bring the area firstly into line with other Combined Authorities, and secondly to breaking new ground in the 'devolution revolution'

Non-Statutory Spatial Framework Phase 1 to 2050 (2018)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/non-statutory-spatial-framework/Non-Statutory-Spatial-Framework-Phase-1.pdf>

Key themes

Strategic Planning to focus on distributing prosperity with inclusive growth that is spread and rebalanced. Promote future development in historically disadvantaged areas whilst maintaining environment and communities

Spatial Issues

- UKs capital of innovation and productivity
- Healthy thriving and prosperous communities
- Access to a good job within easy reach of home
 - requires extra road, rail and bus capacity and frequency
 - poor accessibility to public transport needs to be addressed
- Environmental sustainability
- Importance of strategic corridors – experiencing high growth

Transport – to ensure planning and investment is prioritised appropriately so that development is properly considered and the impact of congestion on productivity is addressed

Ensure that investment in strategic infrastructure supports particularly the most deprived communities.

Objectives:

- Deliver strategic employment and housing site locations identified in Local Plans
- Market Town Masterplan
- Long-term investment programme in strategic infrastructure, working with other authorities and national agencies to seek support
- Investment that tackles deprivation and increases sustainable inclusive growth in disadvantaged areas
- Work with neighbouring authorities to deliver integrated approach to growth and to optimise investment opportunities for mutual benefit

Economy: Housing Strategy (2018)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/housing-strategy/Housing-Strategy.pdf>

Key themes

Delivery of at least 100,000 more homes, particularly affordable homes.

Key strategic objectives

- Accelerate housing delivery to support economic growth – including integrated transport and housing strategy that allows for timely and sustainable delivery of infrastructure
- Foster prosperous and attractive places to live in – including market town masterplans
- Expand housing choices and creating balanced communities

Economy: Business and Tourism (2018)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/>

Key themes

Goal to drive and improve economic growth across Cambridgeshire and Peterborough. The Business Board is the Local Enterprise Partnership for our region, and helps to overcome key barriers to growth, from infrastructure challenges creating an appropriately skilled future workforce.

Vision: Regional economy at exciting position of prominence due to mix of academia, research, and entrepreneurial spirit – critical stage, investment needed to moving success forward.

Mission: to support businesses through advice and support from the Growth Hub, investing in market towns, key business funding from Local Growth Fund and Eastern Agri-Tech growth initiatives.

Drive growth across the whole of Cambridgeshire and Peterborough (not just in small pockets).

Methods

- Business Growth Service
- Supporting Agritecture
- Business Growth Hub
- Local Growth Fund
- Market Towns
- Enterprise Zones
- OxCam Arc
- Business Board

Economy: Resilience (2018)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/what-we-deliver/>

Key themes

Local Economic Recovery Strategy and the interventions made to help the region recover, renew, and grow back better post COVID.

Response

- Tangible response to support business – key leadership role of Mayor and Authority
- 260 successful grant funding applicants and £6 million - 800 forecasted protected jobs and 287 new jobs
- Business Triage Service – to handle increased calls
- Webinars on key covid business considerations
- A £390,000 Visitor Economy and Restart & Recovery Grant rolled out.
- Partnership of local organisations to produce Economic Recovery Strategy

Mission

“To lead the nation out of recession – by accelerating the recovery, rebound and renewal of our economy achieving our ambition to double by 2025 – in a new and more digitally enabled, greener, healthier and more inclusive way than ever before.” Through Local Economic Recovery Strategy that strengthens businesses and workforce capacity and rebound for growth.

1. Accelerating Start-Ups, Scale-Ups, Set-Ups
2. Accelerating Hi-Tech Jobs Growth
3. Accelerating Recovery in Construction
4. Accelerating Upskilling & Retraining
5. Accelerating a Greener and more Sustainable Economy

Transport Recovery

- Emergency measures
- Improve cycle and pedestrian facilities – during rapid, pilot upgrades
- E-bike and e-scooters – first region to roll out – partnership with Voi
- Speeding up transport investment where possible to help bring economy out of recession
- A10, CAM, Soham Station expected to deliver £39 billion GVA over period to 2045

Environment: Environmental Strategy (2018)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/Strategies/housing-strategy/Housing-Strategy.pdf>

Key themes

CA and Mayor's role in enabling carbon reduction and reducing climate change:

- Local Transport Plan (transport, all modes, account for 2/5th regions carbon emissions)
- Development of Spatial Strategy to increase supply affordable homes (domestic buildings account for 1/5th Encouraging business development and productivity improvements (business inc. agriculture accounts for c. 1/3rd)

Cambridgeshire and Peterborough Devolution Deal (2017)

Link to document

<https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/key-documents/devolution/Cambridgeshire-and-Peterborough-CA-Devolution-Deal.pdf>

Key themes

The transfer of resources, powers, and accountability from central government to Cambridgeshire and Peterborough to gain autonomy on resource and powers for infrastructure, housing, economic development, employment, and skills, will create more jobs, improving the skills and employment prospects of residents and boosting the productivity of Cambridgeshire and Peterborough.

Vision

- Economic growth
- Internationally renowned for low-carbon knowledge-based economy
- Accelerate delivery of new homes and sustainable communities
- Public service delivery – utilising local partnerships
- Achieving skills-based matches for business needs
- World class connectivity and transport systems – connect Cambridge, Peterborough, Market Towns, and the rest of the country

Devolved Powers:

- multi-year, consolidated and, devolved transport budget
- Key Route Network of local authority roads that will be managed and maintained by the Combined Authority on behalf of the mayor
- strategic planning, control of a £100m housing and infrastructure fund, the responsibility to create a non-statutory spatial framework for Cambridgeshire and Peterborough and to develop with Government a Land Commission and to chair The Cambridgeshire and Peterborough Joint Assets Board for economic asset
- Additional £20m million a year funding allocation over 30 years
- area-based review of 16+ skills provision
- Joint responsibility with government and the single Employment and Skills Board
- More effective joint working with UKTI

Connectivity

- Transport and Physical connections between communities – to unlock sustainable growth
- Digital Infrastructure to create digitally connected region of the UK
- Responsibility for local transport budget
- Responsibility for new Key Route Network of local authority roads
- Ability to franchise bus services in the combined authority area
- Meet needs to communities and adopted integrated approach to local buses and community-based travel
- Build on existing smart and integrated ticketing system
- Maximise the importance of corridors in all direction – improving rail links
- Development in Wyton, St. Neots
- Ely Southern Bypass, A14/A142 junction, A10 upgrades, A47 for east-west connectivity

Huntingdonshire Local Plan to 2036 (2019)

Link to document

<https://huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf>

Key themes

The Huntingdonshire Local Plan 2036 will deliver at least 20,100 homes and approximately 14,400 additional jobs between 2011 and 2036. The strategy supports a thriving rural economy, providing opportunities for communities to achieve local development aspirations while protecting the character of existing settlements and countryside.

Following the designation of the Strategic Expansion Location of Alconbury Weald which included a designated enterprise zone and up to 5,000 houses and associated infrastructure, two further expansion locations are proposed offering further opportunities to deliver new sustainable communities and inward investment in Huntingdonshire.

Vision

- Diverse Thriving Economy
- Infrastructure to support healthy communities
- Meet the needs of a changing population
- Climate, landscape, and heritage

Objectives:

- Sustainable land for sustainable growth – focusses on previously developed land
- Sustainable development – adaptable to climate change and extreme weather
- Better job opportunities and more affordable homes for a more balanced and diverse population
- Facilitate pursuit of healthy lifestyle's
- **Diverse thriving economy** – maximise Alconbury and other strategic development benefits, increase proportion of economically active residents, promote education. Distribution of growth will be primarily around Huntingdon, St. Neots, St. Ives, and Ramsey. Farm diversification, estate management and rural tourism, protect versatile agriculture.
- **Infrastructure** – identify and prioritise to be provided by developers et al. Strategic expansion to make use of existing resources, prioritise sustainable modes. Meet the needs of new growth. Inclusive and accessible provision.
- **Changing Population** – quality and quantity of housing, affordable homes, opportunities for vulnerable people, promote attractive, safe, and distinctive neighbourhoods.
- **Climate, landscape, and heritage** - maintain, enhance, and conserve Huntingdonshire's historic environment, characteristic landscapes, natural habitats, and biodiversity. Utilise sustainable design and construction techniques. Minimise energy and water use and for securing carbon emissions reductions in all new development and transport choices. Encourage waste management and pollution control. Conserve and enhance Huntingdonshire's strategic green 'Strategy for Development' infrastructure.

Link to document

<https://cccandpcc.sharepoint.com/sites/PCCPlanningPolicyPublicData/Shared%20Documents/Forms/AllItems.aspx?id=%2Fsites%2FPCCPlanningPolicyPublicData%2FShared%20Documents%2FPlanning%20Policy%2FAdopted%20Local%20Plan%2FPeterborough%20Local%20Plan%2F1%2EPeterborough%20Local%20Plan%2024%20July%202019%2Epdf&parent=%2Fsites%2FPCCPlanningPolicyPublicData%2FShared%20Documents%2FPlanning%20Policy%2FAdopted%20Local%20Plan%2FPeterborough%20Local%20Plan&p=true>

Key themes

Contains the planning policies for the growth and regeneration of Peterborough and the surrounding villages up to 2036. Peterborough to become a destination of choice, bigger and better, growing in the right way to meet the needs of the growing population, providing a range of high-quality attractions and facilities that make it an attractive place to live, work and visit.

Vision

- Maintain and strengthen historic, retail, leisure, cultural and entertainment city core
- Walkable city – footways and cycle paths
- Sustainable transport options
- Thriving campus-based university
- Strong and resilient economy – diverse and skilled workforce supporting existing business and growing new ones
- Inclusive and well-designed neighbourhoods
- Network of characterful villages that provide services for community needs, vibrant and diverse rural economy
- City with network of wildlife rich and accessible natural spaces – public engagement with natural surroundings
- Peterborough to be crowned UK’s Environmental Capital

Objectives

- Zero Carbon – reduce reliance on fossil fuels, carbon and methane emissions and maximise renewables. Mitigate pollution.
- Sustainable water – reduce flooding vulnerability, minimise water pollution, encourage water re-use
- Land Use and Wildlife – protect and enhance landscape, biodiversity, and geodiversity
- Sustainable Materials – minimise consumption of non-renewables
- Promote conservation and smart use of productive land
- Zero Waste
- Sustainable Transport – encourage walking, cycling, public transport and reduce the need to travel by car
- Culture and Heritage – vibrancy, protect and enhance heritage and cultural assets
- Equity and Local Economy – support rural communities, diversify the economy and increase vitality, access to education and work, reduce poverty, affordable access to services
- Health and Wellbeing – reduce health inequalities, sustainable housing, reduce crime/fear

Transport Policy

“New development must ensure that appropriate provision is made for the transport needs that it will create, having specific regard to the policies and proposals of the latest local Transport Plan (LTP) and Long-Term Transport Strategy (LTTS).”

- Reduce the need to travel, especially by car
- Prioritise bus use over car use
- Seek to develop transport interchanges and travel hubs that provide facilities for transfer between modes of travel
- Improve walking, cycle and public transport connections to district and local centres, travel hubs and key services, including links from the railway station and the River Nene;
- Make journeys on foot, cycle, public transport, car share or water the more attractive option over private car use, using direct, legible, and segregated routes

- Provide an efficient, effective, and safe transport network that is well managed and maintained, using modern technology where appropriate
- Assist those with access and mobility difficulties
- Promote improvements to travel security through improvements to lighting, CCTV and underpasses
- Delivering quality cycle facilities at workplaces including secured and covered cycle parking, showering, and changing facilities
- Seek to improve sustainable transport links to travel hubs from rural areas and improve walking and cycle links between villages.

Link to document

<https://www.cambridge.gov.uk/media/6890/local-plan-2018.pdf>

Key themes

“Seeks to guide and facilitate growth and the infrastructure required to support development, so that the city grows in a sensitive and sustainable manner. This will ensure that the high environmental quality of the city is protected and enhanced and that future developments offer a full range of opportunities to all”

Preserve and enhance Green Belt, iconic historic core, heritage assets, river, biodiverse open spaces, architecture, reputation for design and excellence. New development will be innovative and promote sustainable transport to transition into environmentally sustainable and low carbon economy. City will develop as a centre of excellence, world leader in higher education, research, knowledge-based economy whilst maintaining high quality of life.

Objectives

- Environmentally sustainable city – low carbon lifestyles. Making best use of, water and other natural resources, securing radical reductions in carbon emissions, minimising environmental impact and being capable of adapting to the impacts of climate change
- Highly water efficient, contribute to overall flood risk reduction through water sensitive urban design, and help to improve the quality of the River Cam and other water features
- Highest quality, in terms of design excellence and innovation – principles of sustainable design and construction
- Positive management of change in the historic environment, protecting, enhancing, and maintaining the unique qualities and character of Cambridge
- Protect/enhance the character and quality of the Cambridge skyline
- Protect/enhance the landscape setting of the city - Cambridge Green Belt, and other green areas
- Protect/enhance biodiversity, habitats, and geo-diversity
- Meet housing needs – mix of houses for existing and future needs
- Create/maintain inclusive, environmentally sustainable communities
- Economic growth in environmentally sustainable and accessible locations, facilitating innovation and supporting Cambridge’s role as a world leader in higher education, research, and knowledge-based industries, while maintaining the quality of life
- Support Cambridge’s vibrant and thriving centres, with a varied range of shopping facilities in accessible locations that meet the needs of all people in sub-region as well as the city
- promote social cohesion and sustainability and a high quality of life – sports and recreation, community leisure facilities, arts, and cultural venues
- minimise the distance people need to travel – access (jobs) via sustainable modes of transport
- appropriate and timely provision of environmentally sustainable forms of infrastructure
- safe and healthy environment

South Cambridgeshire Local Plan (2018)

Link to document

<https://www.scambs.gov.uk/media/17793/south-cambridgeshire-adopted-local-plan-2018.pdf>

Key themes

Overall objective to secure sustainable development.

Principles:

- **Economic** – building a strong, responsive, and competitive economy by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- **Social** – strong, vibrant, and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high-quality built environment, with accessible local services that reflect the community’s needs and support its health, social and cultural wellbeing; and
- **Environmental** – contributing to protecting and enhancing our natural, built, and historic environment; and, as part of this, helping to improve biodiversity, prudent use of natural resources, minimising waste, and pollution, and mitigating and adapting to climate change including moving to a low carbon economy.

Transport Strategy for East Cambridgeshire (2016)

Link to document

<https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Transport%20Strategy%20for%20East%20Cambridgeshire%20-%20Part%201.pdf>

<https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Transport%20Strategy%20for%20East%20Cambridgeshire%20-%20Part%202.pdf>

Key themes

Transport strategy to support housing and employment growth in East Cambridgeshire and key transport corridors from the surrounding ring towns.

Provide a detailed policy framework and programme of transport schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-31 (LTP3). Support the East Cambridgeshire Local Plan and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

- Support economic growth
- Mitigate transport impacts of the growth agenda
- Protect the area's distinct character and environment
- Accommodate demand in Ely
- Accommodate demand in East Cambridgeshire
- Cater for travel demand travelling within and through the district on key corridors, trunk roads and rail
- Planning obligations to secure new and improved infrastructure and mitigate site specific and network wide impacts
- Transport Assessments
- Supporting sustainable growth
- Improving bus services and infrastructure
- Access to jobs and services
- Improving rail services
- Community led transport solutions
- Encouraging cycling and walking
- Provision of new highway capacity
- New distributor roads or through routes as part of a developments with prioritisation of pedestrians, cyclists, and public transport users
- Road safety, across all modes
- Reduce transport related emissions of carbon and pollutants
- Provide sustainable infrastructure at transport interchanges to encourage sustainable journeys and reduce car usage

East Cambridgeshire Local Plan (2015)

Link to document

https://www.eastcambs.gov.uk/sites/default/files/Local%20Plan%20April%202015%20-%20front%20cover%20and%20inside%20front%20cover_0.pdf

Key themes

Seeks to provide 11,500 homes and 9,200 jobs during the plan period 2011- 2031 and, through sustainable development, to take advantage of the economic vitality of the Cambridge sub-region, whilst retaining its distinct identity as a predominantly rural area.

Growth is focussed at its three market towns of Ely, Soham and Littleport, reducing out commuting and increasing self-containment. The plan aims to respond to local needs as much as possible, including firm support for 'community led development', especially in the form of Community Land Trust schemes. New development/growth will be supported by necessary infrastructure, services/facilities

Other notable policies include its support for the horse racing industry, with East Cambridgeshire being home to the famous Newmarket July Racecourse, as well as policies protecting what's special about the area, such as the many national and international biodiversity sites.

Climate change focuses on minimising resource and energy consumption in new development location and design, reduce risk of flooding, increase renewable energy production.

Objectives:

- Support the local economy and help create more jobs in the district, reduces out-commuting, and helps to increase the sustainability and self-containment of communities
- Provide a range of new housing in appropriate locations, which meets local housing needs
- Support and enhance the vitality and viability of town and village centres, as places for shopping, leisure, and community activities.
- Ensure that new development is of high quality and sustainable design which reflects local character and distinctiveness, provides attractive and safe environments, and is supported by appropriate facilities and services.
- Protect and enhance the quality, local distinctiveness, and diversity of the natural, historic, and built environment.
- Protect the open countryside and land within the Green Belt against insensitive and sporadic development.
- Reduce the environmental impact of development and vulnerability to the impacts of climate change by reducing pollution and waste, maximising water, and energy efficiency, dealing with flood risk and surface water management, and promoting the use of renewable energy sources and sustainable construction methods.

The Council has undertaken a Review of the East Cambridgeshire Local Plan 2015.

Transport Strategy for Cambridge City and South Cambridgeshire (2014)

Link to document

<https://www.cambridgeshire.gov.uk/asset-library/imported-assets/Transport-strategy-and-high-level-programme-for-Cambridge-and-South-Cambridgeshire-March-2014.pdf>

Key themes

To ensure local councils plan together for sustainable growth and continued economic prosperity in Cambridge and South Cambridgeshire (as well as the transport corridors from the ring of surrounding towns).

Provide a detailed policy framework and programme of schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-26 (LTP3).

Support the Cambridge and South Cambridgeshire Local Plans, and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth

- Support economic growth
- Mitigate transport impacts of the growth agenda
- Protect the area's distinct character and environment
- Sustainable transport capacity between employment and services
- High quality passenger transport network of bus, guided bus, and rail services, fed and complemented by comprehensive pedestrian and cycle networks
- Additional travel demand to be accommodated on the constrained transport network
- Additional Park and Ride options on the fringes of Cambridge
- Ensuring public transport, cycling, and walking are the best ways of getting around and across the area
- Limit the available road space for cars reducing car traffic
- Create frequent, quality service across major routes enabling the use of public transport for at least some of the routes
- Community led transport solutions
- Encourage walking, cycling and public transport for journeys into and out of the city
- Promote bus routes to connect key economic hubs and links to Cambridge North Train Station
- Encourage car sharing
- Prioritise sustainable and public transport and make these modes of travel more convenient than the car
- Maintain general traffic levels

Fenland Local Plan (2014)

Link to document

https://www.fenland.gov.uk/media/12064/Fenland-Local-Plan-Adopted-2014/pdf/Fenland_Local_Plan-Adopted_2014.pdf?m=63726707857500000

Key themes

Pro-growth and seeks to provide 11,000 homes and 7,200 jobs during the plan period to 2031.

Through sustainable growth it seeks to address current health inequalities, community deprivation, lack of affordable housing, infrastructure deficit and low skills and educational attainment and maximise the potential of the area and deliver jobs, skills, dynamic town centres, vibrant villages, improved housing, and new infrastructure.

The focus of development is on four market towns with March and Wisbech being the major contributors. It seeks to encourage development in a more flexible, case by case way to provide growth.

Objectives:

- **Land and Water Resources:** minimise loss of undeveloped land, increase water efficiency and avoid any deterioration of river water quality
- **Biodiversity:** Avoid damage to designated sites and protected species, Maintain, and enhance the geographical range, amount and viability of habitats and species
- **Landscape and Cultural Heritage:** Preserve and enhance sites, areas and landscapes that are designated or locally valued for their heritage interest, create places, spaces and buildings that are well designed, retain the distinctive character of Fenland's landscape.
- **Climate Change and Flood risk:** Increase use of renewable energy sources whilst minimising waste and the use of other energy resources, reduce vulnerability to the effects of climate change, minimise vulnerability of people, places, and property to the risk of flooding from all sources
- **Pollution:** Reduce emissions of greenhouse gasses and other pollutants
- **Healthy, Inclusive and Accessible Communities:** improve the quality, range and accessibility of services and facilities and ensure all groups thrive in safe environments and affordable homes, create/enhance multifunctional open space that are accessible, links with a high-quality green infrastructure network and improves opportunities for people to access and appreciate wildlife and wild places. Redress inequalities related to age, gender, disability, race, faith, location, and income
- **Economic Activity:** access to a range of employment and training opportunities, support investment in people, places, communications, and other infrastructure to improve the efficiency, competitiveness, vitality, and adaptability of the local economy

Conclusions

2. This policy review has identified and summarised policy documents across national, subnational, CPCA and local levels of which the updated CPCA Local Transport & Connectivity Plan should consider aligning with.
3. As such, this policy review has undertaken an assessment of these policy documents in relation to their alignment with the 11 primary objectives of the LTCP and is shown within Table 2 overleaf.

Table 2: Alignment of key LTCP themes against wider policy

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
National											
Decarbonising Transport: A Better Greener Britain (Department for Transport, 2021)				✓			✓				✓
Bus Back Better (Department for Transport, 2021)					✓			✓	✓		✓
Gear Change (Department for Transport, 2020)							✓		✓		✓
Transport Investment Strategy (Department for Transport, 2017)	✓	✓			✓				✓		✓
Levelling up the United Kingdom (Department for Levelling Up, Housing and Communities, 2022)		✓	✓							✓	✓
Net Zero Strategy: Build Back Greener (Department for Business, Energy & Industrial Strategy, 2021)					✓		✓				✓
Public Health England Strategy 2020-25							✓	✓			

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Clean Air Strategy (DEFRA, 2019)								✓			✓
A Green Future: Our 25 Year Plan to Improve the Environment (DEFRA, 2018)			✓							✓	✓
Net Zero: The UK's contribution to stopping global warming (UK Committee on Climate Change, 2019)			✓								✓
National Highways Strategic Business Plan 2020-2025 (2020)			✓	✓						✓	✓
Network Rail Strategic Business Plan 2019 – 2024 (2018)	✓	✓		✓					✓		
Sub-national											
Annual Report & Business Plan 2021/22				✓	✓		✓		✓		
CPIER (Cambridge & Peterborough Independent Economic Review (Sept 2018)	✓	✓	✓	✓	✓						
Cambridgeshire and Peterborough (Non-Statutory) Spatial Framework Phase 1 (until 2050)	✓	✓			✓					✓	

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Cambridgeshire and Peterborough Local Industrial Strategy (July 2019)		✓	✓	✓							
Cambridgeshire & Peterborough Annual Report & Business Plan 2021/22 (2021)	✓	✓	✓								
England's Economic Heartland Regional Transport Strategy (2021)	✓	✓	✓		✓	✓					✓
Cambridgeshire & Peterborough Economy: Housing Strategy (Sept 2018)	✓										
Cambridgeshire & Peterborough Economy: Business and Tourism			✓								
Cambridgeshire & Peterborough Economy: Resilience				✓				✓			✓
Society: Safety											
Society: Accessibility											
Society: Health and Wellbeing											
Society: Air Quality											
Cambridgeshire & Peterborough Environment: Environmental Strategy	✓									✓	✓

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Cambridgeshire & Peterborough Independent Commission on Climate (Oct 2021)	✓		✓	✓					✓	✓	✓
Cambridgeshire & Peterborough Growth Ambition Statement				✓			✓				
Cambridgeshire & Peterborough Skills Strategy Framework (2019)		✓			✓						
Cambridgeshire and Peterborough Devolution Deal (2017)	✓	✓			✓	✓					
Skills Strategy Framework				✓			✓				
Bus Service Improvement Plan for Cambridgeshire and Peterborough (2021)	✓	✓			✓				✓	✓	✓
Local											
Cambridgeshire County Council: Cambridge City and South Cambridgeshire Transport Strategy (2014)		✓	✓				✓			✓	

Policies	Housing	Employment	Business & Tourism	Resilience	Accessibility	Digital	Health & Wellbeing	Air Quality	Safety	Environment	Climate Change
Cambridgeshire County Council: East Cambridgeshire Transport Strategy (2016)			✓		✓			✓		✓	
Cambridge City Council: Local Plan (2018)		✓	✓	✓						✓	✓
East Cambridgeshire District Council: Local Plan (2015)	✓	✓	✓	✓						✓	
Fenland: Local Plan (2014)	✓	✓		✓						✓	
Huntingdonshire: Local Plan (2019)		✓	✓							✓	✓
Peterborough: Local Plan (2019)			✓	✓		✓	✓	✓		✓	✓
South Cambridgeshire: Local Plan (2018)	✓	✓								✓	