



Combined Authority Board	Agenda Item
20 September 2023	15

Title:	Local Transport and Connectivity Plan
Report of:	Tim Bellamy, Head of Transport
Lead Member:	Mayor Dr Nik Johnson
Public Report:	Yes
Key Decision:	Yes - KD2022/056
Voting Arrangements:	Choose from the following: A A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members B A simple majority of voting Members

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

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

Enabling resilient communities

- Providing the infrastructure and support to enable communities across the region to be adaptable to environmental and climate, financial and social crises and be well placed to extend cultural opportunities for Cambridgeshire and Peterborough to be a great place to live and work.
- Have the infrastructure – power and water especially - needed to achieve sustainable growth - Reduced accidents on region’s roads.
- Deliverables: Environmental and Climate actions - Infrastructure – sufficiency, preservation, and safety.
- Outcomes - (1) Reduction in CO2 emissions for Cambridgeshire and Peterborough (2) Increase in biodiversity with improvements in both common and red-list species.

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

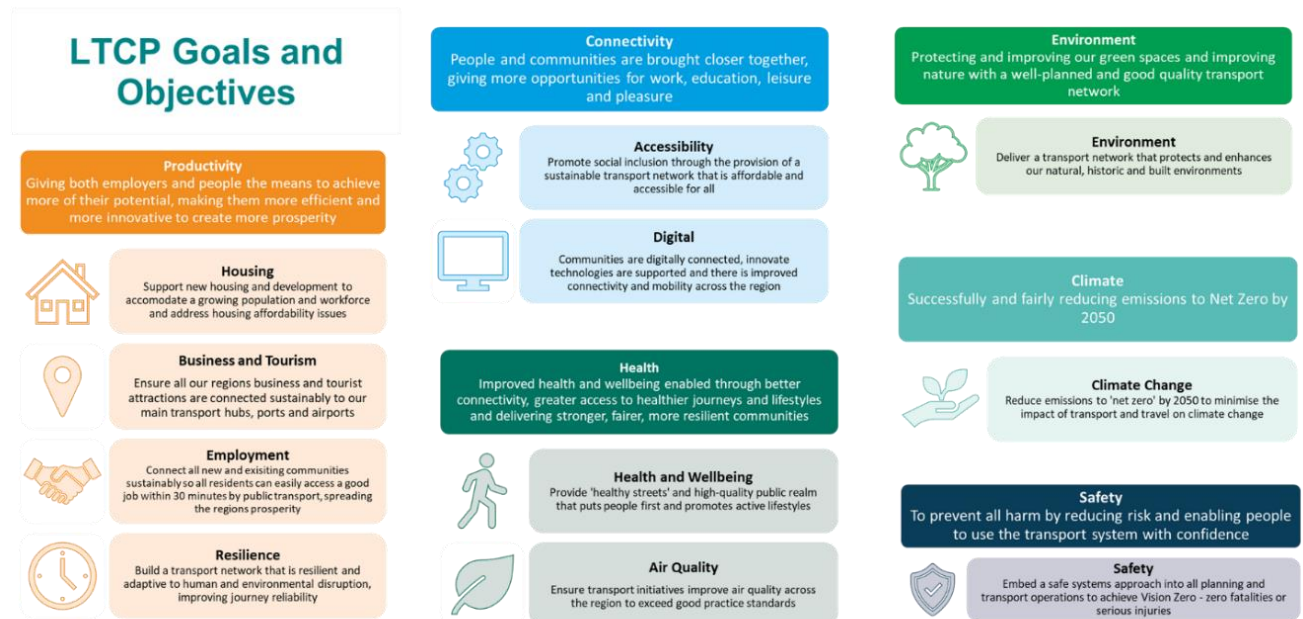
1. Purpose

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

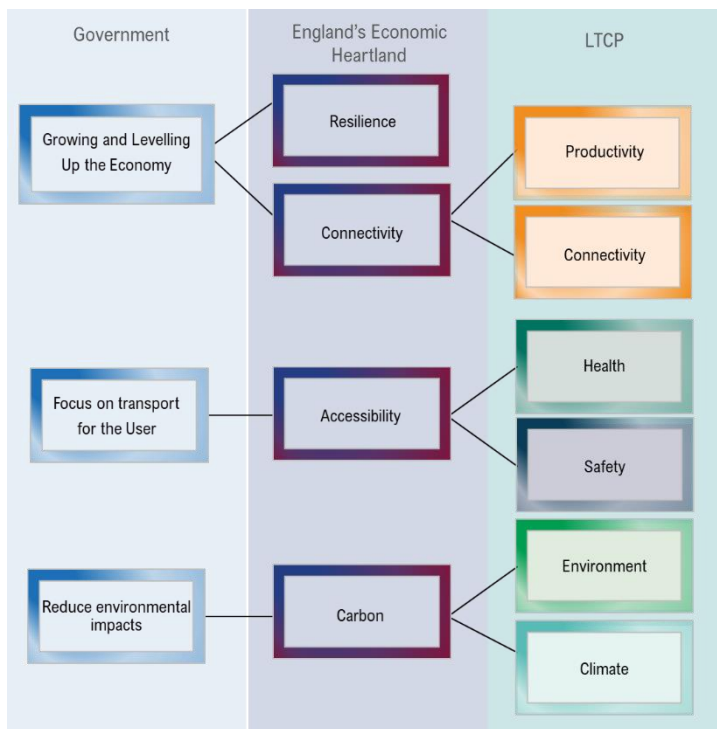
2. Proposal

- 2.1 The proposal is the approval of the Local Transport and Connectivity Plan (LTCP). The draft LTCP describes how transport and digital interventions can be used to address current and future challenges and opportunities for the region. It will set out the revised policies and strategies needed to secure growth and ensure that planned developments can take place in the county in a sustainable way.

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



2.3 There is also a clear link between National, Regional and 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;

	<ul style="list-style-type: none"> • Addressing the emerging intelligence and understanding of likely implications of the LTP guidance including: • An underlying “Vision led approach”; • Increase focus on integration including spatial planning; • Need for Electric Vehicle Charging Strategy; • Embedding decarbonisation considerations into the planning process – Quantifiable Carbon Reduction (QCR) including the examination of a range of transport planning tools and initiatives; and • Alignment between the LT(C)P and Local Plans. • Carbon Assessment – LTCP based on Improve, Shift and Avoid; and • Feedback received from the Transport and Infrastructure Committee and Combined Authority Board in March 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 May 2023</u></p> <p>Since the papers were previously submitted to the CA Board in May 2023 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 A). The changes are outlined below:</p> <ul style="list-style-type: none"> • Page 20 – the following text has been inserted “This document gives a breadth of options for Local Authorities; however, these 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”. • Page 20 – the detailed Avoid-Shift-Improve table has been removed (the overarching strategic information remains in the table on page 18).

	<ul style="list-style-type: none"> • Page 21, paragraph 2 now reads “Where appropriate, and with the support of local partners, including the local authorities, we will develop and implement 20-minute neighbourhoods”. • Page 23, paragraph 5 now reads “We will work with Local Authorities and partners who wish to investigate, develop and implement appropriate 20-minute neighbourhoods across the region.” • Page 23, paragraph 6 now reads “Where there is support including that of the Local Authority, for the idea of 20-minute neighbourhoods consideration will be given to their appropriateness and implementation”. • Page 25, case study on Collaboration between East Cambridgeshire and Sustrans now reads “The District Council has recently commissioned a further five studies as these are important our ability to make the case for future investment as they will ensure that we have developed proposals to put forward when funding pots are made available”. • Page 34 – specific reference to the types of Travel Demand Management (TDM) measures has been removed from paragraph 2. • Page 35 – specific reference to the types of TDM has been removed from paragraph 7. • Page 36 – addition of “including Local Authorities” in paragraph 2. • Page 36 – addition of “Local Authorities and” in paragraph 3. • Page 36 – addition of the phrase “where it is practically possible to do so” in paragraph 4.
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4. Appendices	
4.1	Appendix A. Strategic Document
4.2	Appendix B. Local Area Strategies – East Cambridgeshire
4.3	Appendix C. Local Area Strategies – Fenland
4.4	Appendix D. Local Area Strategies – Greater Cambridge
4.5	Appendix E. Local Area Strategies – Huntingdonshire
4.6	Appendix F. Local Area Strategies – Peterborough
4.7	Appendix G. Glossary
4.8	Appendix H. Evidence Base
4.9	Appendix I. Monitoring and Evaluation Framework
4.10	Appendix J. Quantified Carbon Assessment – Technical Note
4.11	Appendix K. Quantified Carbon Assessment – Briefing Document (March 22)
4.12	Appendix L. Quantified Carbon Assessment – Briefing Document (Nov 22)
4.13	Appendix M. Quantified Carbon Assessment – Briefing Document (Feb 23)
4.14	Appendix N. LTCP Consultation Report
4.15	Appendix O. LTCP Consultation – You Said We Did
4.16	Appendix P. Independent Integrated Impact Assessment
4.17	Appendix Q. Independent Integrated Impact Assessment – Appendices
4.18	Appendix R. Independent Policy Review
4.19	Appendix S. Independent Habitats Regulation Assessment
4.20	Appendix T. Engagement Document – Briefing Note

5. Implications

Financial Implications

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| 5.1 | An approved LTCP will help CPCA demonstrate to the Department for Transport its strategic aims for transport across the area and should therefore help the Authority with its future bids to the Department. The LTCP may require a review and some revision on receipt of the guidance from central government. This may have an additional budgetary need. |
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Legal Implications

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| 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> <p>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.</p> |
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Public Health Implications

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| 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. |
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Environmental & Climate Change Implications

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| 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. |
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Other Significant Implications

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| 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. |
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Background Papers

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| 10.1 | <p>Transport and Infrastructure Committee 4 November 2020</p> <p>Transport and Infrastructure Committee 10 March 2021</p> <p>Transport and Infrastructure Committee 8 September 2021</p> <p>Transport and Infrastructure Committee 12 January 2022</p> <p>Transport and Infrastructure Committee 18 January 2023</p> <p>Transport and Infrastructure Committee 15 March 2023</p> <p>Combined Authority Board 25 November 2020</p> <p>Combined Authority Board 24 March 2021</p> <p>Combined Authority Board 26 January 2022</p> <p>Combined Authority Board 22 March 2023</p> |
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