



Transport & Infrastructure Committee	Agenda Item
13 March 2024	7

Title:	Local Transport and Connectivity Plan and its associated strategies / workstreams
Report of:	Emma White, Acting Transport Strategy and Policy Manager
Lead Member:	Cllr Anna Smith, Lead Member for Transport
Public Report:	Yes
Key Decision:	KD2024/001
Voting Arrangements:	A: No vote is required. B&C: A vote by consensus otherwise a vote in favour by at least two thirds of the members present including the Cambs County and Peterborough members or their subs.

Recommendations:

A	Note the update on the Local Transport and Connectivity Plan (LTCP) and associated strategies and workstreams.
B	Recommend the Combined Authority Board approve the reprofiling of the approved funding across the next 3 financial years as set out in 3.2.
C	Recommend to the Combined Authority Board to delegate authority to the Executive Director in consultation with the Chief Finance Officer and Monitoring Officer to enter into Grant Funding Agreements with Cambridgeshire County Council and Peterborough City Council to develop the strategies for 2024/25.

Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):	
x	<p>Achieving ambitious skills and employment opportunities</p> <ul style="list-style-type: none"> • Bringing together people, employers, providers, and place leaders to guide and drive an integrated approach to skills and employment in our region. • Attracting more businesses to grow or relocate to Cambridgeshire and Peterborough. • Improved community connection.
x	<p>Achieving good growth</p> <ul style="list-style-type: none"> • Further development of long-term strategies that integrate our local transport and highway connectivity priorities.
x	<p>Increased connectivity</p> <ul style="list-style-type: none"> • Digital and physical connection to communities, professional networks, health services, leisure, nature and to places of employment and education. Reducing the need for travel with more services located within communities. • Deliverables: - Reduced rural isolation - Improved Highway connectivity - Sustainable and reliable public transport. • Outcomes - (1) Increasing share of public transport usage and sustainable travel as a proportion of all travel (2) Reduction in numbers of people killed or seriously injured on region's roads (3)

	Reduced congestion on major roads (4) Measurable improvements in connectivity for 'left behind' areas.
x	<p>Enabling resilient communities</p> <ul style="list-style-type: none"> • Providing the infrastructure and support to enable communities across the region to be adaptable to environmental and climate, financial and social crises and be well placed to extend cultural opportunities for Cambridgeshire and Peterborough to be a great place to live and work. • Have the infrastructure – power and water especially - needed to achieve sustainable growth - Reduced accidents on region's roads. • Deliverables: Environmental and Climate actions - Infrastructure – sufficiency, preservation, and safety. • Outcomes - (1) Reduction in CO2 emissions for Cambridgeshire and Peterborough (2) Increase in biodiversity with improvements in both common and red-list species.

1. Purpose

1.1	Following the approval of the Local Transport and Connectivity Plan (LTCP) in November, this paper provides an update on the Plan and the next steps to the follow-on strategy and work streams that needs to be undertaken to deliver the objectives of the plan.
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2. Proposal

2.1	The proposal is to approve the way forward on the sub-strategy development and work streams that follow from the LTCP, including a drawdown of funds to complete this work. They have been identified as the next step to action the LTCP as well as having a clear link to national, regional and local objectives.
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3. Background

3.1	<p>The Combined Authority role is the Strategic Transport Authority for Cambridgeshire and Peterborough and the purpose of a LTCP is to:</p> <ul style="list-style-type: none"> • Outline the current baseline regarding transport, accessibility, and pollution; • Set out challenging, but achievable, objectives; and • Set out the timeline for achieving these objectives. <p>The LTCP was approved on the 29 November 2023 at the Combined Authority Board.</p>										
3.2	<p>The Medium-Term Financial Plan (MTFP) was approved in January 2024. In this is budget for development of LTCP sub strategies as shown below in Table 1.</p> <p><i>Table 1 - MTFP Budget</i></p> <table border="1"> <thead> <tr> <th></th> <th>2024/25</th> <th>2025/26</th> <th>2026/27</th> <th>TOTAL</th> </tr> </thead> <tbody> <tr> <td>LTCP sub-strategy development</td> <td>£800,000</td> <td>£800,000</td> <td>£670,000</td> <td>£2,270,000</td> </tr> </tbody> </table>		2024/25	2025/26	2026/27	TOTAL	LTCP sub-strategy development	£800,000	£800,000	£670,000	£2,270,000
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LTCP sub-strategy development	£800,000	£800,000	£670,000	£2,270,000							

3.3 The proposed strategies and workstreams that the Combined Authority are looking to develop with constituent Councils and partners are detailed in Table 2. The strategies align with the LTCP objectives.

Table 2 - Strategy / Workstreams details

Strategies	Link to LTCP
LTCP Implementation Plan and update to appendices	<p>Revise the LTCP's Implementation Plan ensuring that there is strong alignment with the Medium-Term Financial Plan and compliance with the Single Assurance Framework (SAF) to deliver transport and connectivity improvements.</p> <p>On receipt of the final guidance for LTPs from DfT, further assessment of the document will also be undertaken.</p>
Decarbonisation Strategy	<p>Decarbonisation is a key objective that underpins the LTCP, with Climate and Environment a golden thread throughout the document and the CPCA Corporate Strategy to reduce emissions to net zero by 2050.</p> <p>The work will allow the Combined Authority to link with the emerging funding opportunities being launched by central government (such as LEVI), whilst ensuring that the recommendations of the Independent Commission on Climate and the refreshed Climate Change Action Plan are progressed.</p> <p>Following the work undertaken by the independent consultation (WSP) in the preparation of the LTCP evidence base a number of potential options were outlined, and this work will develop these further.</p>
Electric Vehicle Infrastructure Strategy & Implementation	<p>The East Anglian Alternative Fuels Strategy (EAAFS) and the associated Implementation Plan contained within our Electric Vehicle Infrastructure Strategy will ensure a continued focus on the development of the appropriate infrastructure.</p> <p>This parallel work will allow for the Combined Authority to be in a strong position as further funding opportunities become available. It will outline the programme of work to be developed.</p> <p>It is widely recognised that the EV charging infrastructure will be developed and delivered through a mixture of multi-sector contributions. Therefore, it is important this work contemplates the appropriate business and delivery model depending on the various demographics and environments across the region.</p> <p>In addition, further work will be undertaken to develop the Local Electric Vehicle Infrastructure fund (LEVI) business case, which is expected to be completed in summer 2024.</p>
Active Travel Strategy & Implementation Plan	<p>Key link to the 'SHIFT' approach within the LTCP, whereby active travel fulfils a key role in the attainment of the objectives of the Plan. To progress a coherent region-wide active travel strategy and programme, it is key that we have a view that recognises the different dynamics in our various geographies, with an associated pipeline of schemes and initiatives to be delivered.</p> <p>In March 2023, Cambridgeshire County Council published its Active Travel Strategy alongside the Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP). At the present time, Peterborough City Council has the Local Cycling and Walking Infrastructure Plan 2019 - 2029.</p> <p>A primary objective of this workstream will be to develop a tailored active travel strategy for the Peterborough area. Therefore, a Cambridgeshire and Peterborough Active Travel Strategy will be published, thereby ensuring that the advantages and benefits of a coherent, integrated region-wide active travel network can be fully realised.</p>
Micromobility Strategy	<p>The need for a Micromobility Strategy and programme was outlined within the Plan. We will invest in future mobility across our region. Micromobility offers affordable personal transport options whilst contributing to lowering congestion and carbon emissions.</p>

	<p>It is expected that central government will introduce a Transport Bill to provide greater regulation on new forms of micromobility by defining a new vehicle class, low speed, Zero Emission Vehicle. We will work closely with central government to understand what this means for our area as we look to advance, develop and implement our own Micromobility Strategy.</p>
Access for All Guidance	<p>It is highlighted throughout the LTCP that a clear, concise position on access for all is needed, based on improving access and opportunity for all, as an objective of the LTCP.</p> <p>Guidance for the Combined Authority, constituent Councils and partners is important to ensure the design of an inclusive, sustainable, and resilient transport network that caters to the diverse needs of our populations.</p> <p>This guidance aims to promote social equity, economic development, public health, and environmental well-being. By embedding best practices across the region, and implementing key recommendations wherever feasible and appropriate, we can advance towards these goals effectively as schemes and initiatives are developed.</p> <p>This will include all protected characteristics under the 2010 Act and also consider the CPCA work on looked young people and care leavers.</p>
Freight Strategy	<p>The need for a Freight Strategy is included in the Plan, where it states that freight should be economically efficient, reliable, resilient, and environmentally sustainable and its needs to be considered alongside those of other users.</p> <p>We remain committed to collaborating with our partners to develop, formulate and execute a suitable Freight Strategy for the region. This will build upon the ongoing work of England's Economic Heartland and Greater Cambridge Partnership, to provide a Cambridgeshire and Peterborough wide focus. Together, we will establish a pipeline of schemes and initiatives that can be effectively delivered in partnership with national, sub-national, and local stakeholders.</p> <p>The strategy will address both strategic issues regarding routeing and more localised regional concerns, such as the potential for welfare stops and consolidation centres, including addressing first and last-mile delivery challenges.</p>
Rail & Connectivity to Network Strategy	<p>The need for a Rail Strategy is included within the Plan, where it states that Cambridgeshire and Peterborough play a pivotal role in the UK rail network, with rail lines heading north, south, east, and west passing through our region.</p> <p>Work on the Rail Strategy to continue following the publication of England's Economic Heartland work (EEH).</p> <p>Concurrently, there will be continued work to engage, optimise and capitalise on the potential benefits resulting from the development of East-West Rail.</p> <p>In the meantime, further work will focus on advancing the potential Alconbury Railway Station and Snailwell Loop projects. and the development of Cambridge South Station. This will include collaborating with partners to address first and last-mile connectivity to the rail network, ensuring the availability of genuine, realistic, safe, and affordable travel options for the residents of Cambridgeshire and Peterborough.</p>
Mobility Hubs Development & Implementation	<p>The need for a position of Mobility (Travel) Hubs is included within the Plan where it states that these will be developed for the needs of the specific location as no one size fits all.</p> <p>The Combined Authority will investigate, with Huntingdonshire District Council, the potential for a pilot in the Ramsey area. In addition, the Combined Authority will work with other constituent Councils and partners to investigate the potential for further trials.</p>
Improved Communication	<p>This is not contained within the LTCP explicitly but is key to its success. However, funding will be allocated to explore methods for more effectively informing and educating the public about available transport and active</p>

		<p>travel options. A primary objective of this effort is to bolster the confidence of residents and businesses in the transportation information they receive.</p> <p>The members and officers of the Combined Authority have articulated their desire to create an app that integrates all modes of travel in Cambridgeshire and Peterborough. This app would provide real-time information on trains and buses, as well as active travel options and other pertinent details, all consolidated in one platform.</p> <p>Furthermore, members, have previously expressed interest in the development of a public-facing map showcasing all transportation and connectivity initiatives, strategies, and priorities arising from the implementation plan of the overarching plan.</p>
	Innovation: Research & Development	<p>The need for the Combined Authority to undertake research and development into innovative transport and connectivity solutions is outlined in the Plan, where it states that the use of emerging technologies provides new forms of transport, new tools to manage traffic and networks, digital alternatives to travel, new platforms for innovation, and new techniques to engage with and collect data from transport users. We will use these emerging technologies to best deliver the right outcome for the people and businesses of our region.</p> <p>These innovative solutions could potentially include autonomous pods, trackless trams, and other emerging technologies.</p>
	Vision Zero - Road Harm Strategy and Implementation Plan	<p>Safety is a key objective of the plan, with the importance of further work on road harm and safety included in the Plan, where it states that improving road safety is a fundamental part of our approach and is an absolute priority.</p> <p>The Vision Zero Partnership plays a key role in the development of an appropriate transport network and to embed improvements to minimise road safety issues. Given the recent rise in fatalities and serious injuries on our transport (measured through the number of killed or seriously injured), it is important for the Combined Authority to work collaboratively with the partnership in establishing strategic direction, policies, and priorities for road safety. This collaborative effort will optimise the utilisation of the Combined Authority Board's £1 million allocation for road safety, as delineated in the MTFP in January 2024, employing an agreed prioritisation framework.</p>
	Greater Cambridge Transport Strategy	<p>There is a commitment withing the LTCP to advance local strategies where this advances the objectives of the plan. The Government focus on Cambridge emphasises the importance of working with partners in and around Cambridge to enable the focus and delivery of transport infrastructure to support Local Plan approved growth.</p>
	Peterborough City Centre Transport Strategy	<p>The growth ambitions of Peterborough also emphasise the need for work with partners on the city centre transport strategy which will fit around the ambitions for buses and the redevelopment of the station quarter.</p>
	Soil affected roads - economic impact	<p>There will be specific work to look at options for the addressing the impact of soil affected roads in and across the Fens and Huntingdonshire.</p> <p>In LTCP - Local Sections – Fenland.</p>
3.4	<p>Table 3 shows the proposed programme over the next 3 years for all the strategies. Each strategy has been rated (Red Amber Green) on the importance of the strategy in terms of development against the LTCP as well as regional and national priorities.</p> <p>The status has also taken into count the profile of the spend available for strategies over the next 3 years to what is achievable as well as current work in the pipeline from EEH and other partners. Table 2 above further documents details to the rating and programme. <i>Table 3 – Strategies Importance and Programme</i></p>	

Table 3 - Strategies RAG and Programme

Strategies	Importance	24/25	25/26	26/27
LTCP Implementation Plan and update to appendices	5 – very high			
Decarbonisation Strategy	3 - medium			
Electric Vehicle Infrastructure Strategy	5 – very high			
Implementation – Electric Vehicle Infrastructure	5 – very high			
Active Travel Strategy	4 – high			
Micro mobility Strategy	5 – very high			
Impacts study on changes to e-scooter legislation to the CPCA	4 – high			
Access for All Guidance	3 – medium			
Freight Strategy	2 - low			
Rail Strategy	4 – high			
Mobility Hubs	5 – very high			
Improved Communications	5 – very high			
Innovation: Research & Development	4 – high			
Vision Zero - Road Harm Strategy	5 – very high			
Greater Cambridge Transport Strategy	5 – very high			
City Region Sustainable Transport Settlement - Pro-gramme Business Case	4 – high			
Peterborough City Centre Transport	4 – high			
Soil affected roads - economic impact	4 – high			
TOTAL				

3.5 The Combined Authority are keen to get the right people to undertake this work. Before starting any of the strategies / workstreams the Highways Authorities will be collaborated with to discuss the details and programme and understand their role and involvement in developing them (writing, consulting or informed). All constituent Councils and stakeholders will be proactively engaged in all the strategy development as they progress.

This work is intrinsically linked and will be worked on together in parallel, making sure the most is gained, whilst maintaining the strong link with the LTCP’s vision, aims and objectives.

3.6 All work streams will be costed and undertaken as efficiently as possible. Any underspend will be used to undertake any further work that needs funding over the next 3 years. The spend also includes membership to a number for corporate memberships for the Combined Authority including England’s Economic Heartland and ADEPT (Association of Directors of Environment, Place and Transport).

	Please note all public transport strategy work is separately costed and aligned to the Bus Strategy work, collaboration between all this and the strategy work is imperative.
3.7	<p><u>Electric Vehicle Infrastructure Strategy</u></p> <p>The Electric Vehicle Strategy is funded separately through the Local Electric Vehicle Infrastructure fund (LEVI).</p> <p>Originally it was planned to bring a final copy of the Electric Vehicle Infrastructure Strategy back to committee for approval. Following engagement on the document it has been decided to update the document further following more detailed work by the Highway Authorities on the Business Case for the Local Electric Vehicle Infrastructure fund (LEVI). The document will be updated in terms of structure and include more of the information from the LEVI work resulting in a more robust detailed strategy. The updated strategy will be shared and bought back to June Committee for approval.</p>

4. Appendices

4.1	None.
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5. Implications

Financial Implications	
5.1	Funding the LTCP sub strategies in included in the existing MTFP.
Legal Implications	
5.2	A procurement or standard Combined Authority grant funding will be issued addressing the funding for the strategies. Similarly, a standard Combined Authority contract will be issued as required for the consultancy work.
Public Health Implications	
5.3	The report recommendations have a positive implication for public health. One of the objectives of the Plan is improved health and well-being enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer, more resilient communities. The new strategies endeavour to work towards this.
Environmental & Climate Change Implications	
5.4	The report recommendations have a positive implication for the environment and climate change. Both Climate and Environment are objectives of the Plan 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. The new strategies endeavour to work towards this.
Other Significant Implications	
5.5	None.
Background Papers	
5.6	<p>Combined Authority Board Nov 2023</p> <p>Combined Authority Board Jan 2024</p>