CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY

Agenda Item No: 2.1

# Local Transport and Connectivity Plan

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| To: | Transport and Infrastructure Committee |
| Meeting Date: | 15 March 2023 |
| Public report: | Yes |
| Lead Member: | Cllr Anna Smith, Chair of Transport and Infrastructure Committee |
| From: | Emma White, Transport Programme Manager |
| Key decision: | No |
| Forward Plan ref: | N/A |

Recommendations: The Transport and Infrastructure Committee is recommended to:

a. Take note and comment on the updated draft of the Local Transport and Connectivity Plan; and

b. The Transport and Infrastructure Committee is invited to recommend to the Combined Authority Board to approve the Digital Policy.

Voting arrangements: Recommendation a) is noting only, No vote is required.

For Recommendations b) 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 or Peterborough City Council, or their Substitute Members *or* To be carried, the vote must include the vote of the Mayor, or the Deputy Mayor when acting in place of the Mayor.

# 1 Purpose

1.1 This paper provides an update on the Local Transport and Connectivity Plan (LTCP) specifically in relation to the updated draft following public consultation and how the Combined Authority is continuing to progress the Plan in the continued absence of DfT guidance. The paper also includes progress to date on associated themes and workstreams.

# 2 Background

2.1 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.

2.2 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.

2.3 The purpose of a LTP is to:

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

2.4 The development of a transport strategy is a key component of the Combined Authority's Improvement Plan. The aim of Workstream C of the Improvement Plan has been and continues to be development, implementation, and approval of the LTCP in 2023. As part of our continual improvement and development of the plan, this will include a peer review and challenge from West Midlands Combined Authority.

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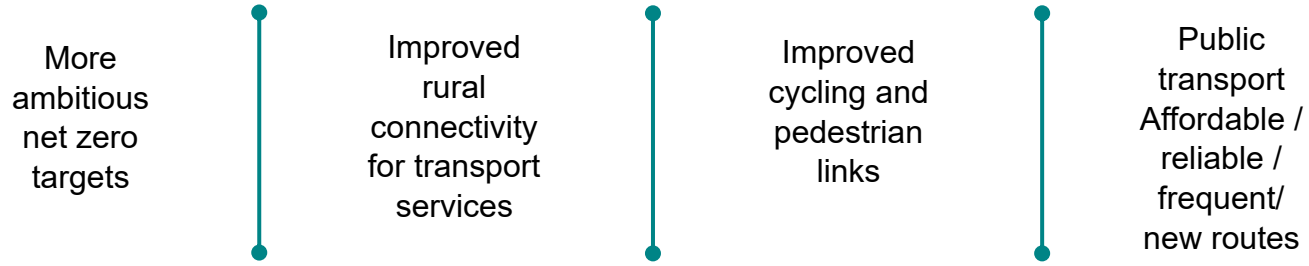
**Consultation**

2.5 In summary the consultation showed:

- 92% understood why the Combined Authority are making a new LTCP
- 65% either strongly agreed or agreed with the proposed LTCP vision.

2.6 The main comments from the consultation included:




2.7 Following the consultation on the LTCP in summer 2022 the LTCP has been re-drafted and this is included within Appendix 1.

2.8 The document has been redrafted to take into account a number of changes including:

- Consultation results and the "You said, we did" summary previously presented at 18th January Transport and Infrastructure Committee.
- Address understanding of emerging guidance on Local Transport Plan that is available including:
  - An underlying "Vision led approach"
  - Increase focus on integration including spatial planning
  - Need for Electric Vehicle charging strategy
  - Embed decarbonization consideration into planning process – Quantifiable Carbon Reduction (QCR)
  - Align LTPs with Local Plans
- Carbon Assessment (detailed below) – LTCP based on Improve, Shift and Avoid

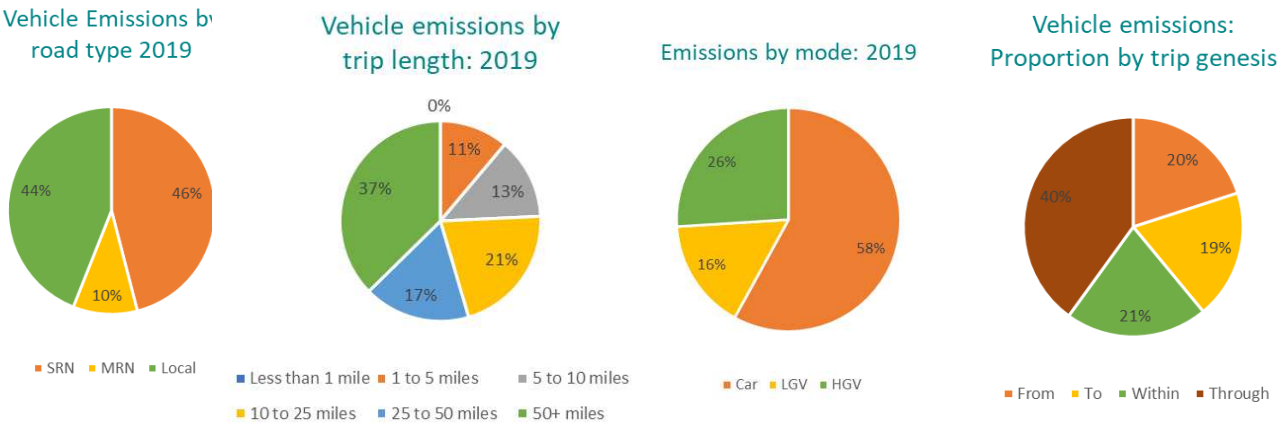
**Quantifiable Carbon Reduction**

2.9 As part of the new LTP guidance there is an expectation that Local Transport Authorities (LTAs) will need to undertake a Quantifiable Carbon Reduction (QCR) assessment. This work was undertaken with WSP for the Combined Authority, the results of which have fed into our Plan and work being progressed by England's Economic Heartland to assist other LTAs in the development of their Plans.

2.10 The diagram below explains the phases of work.

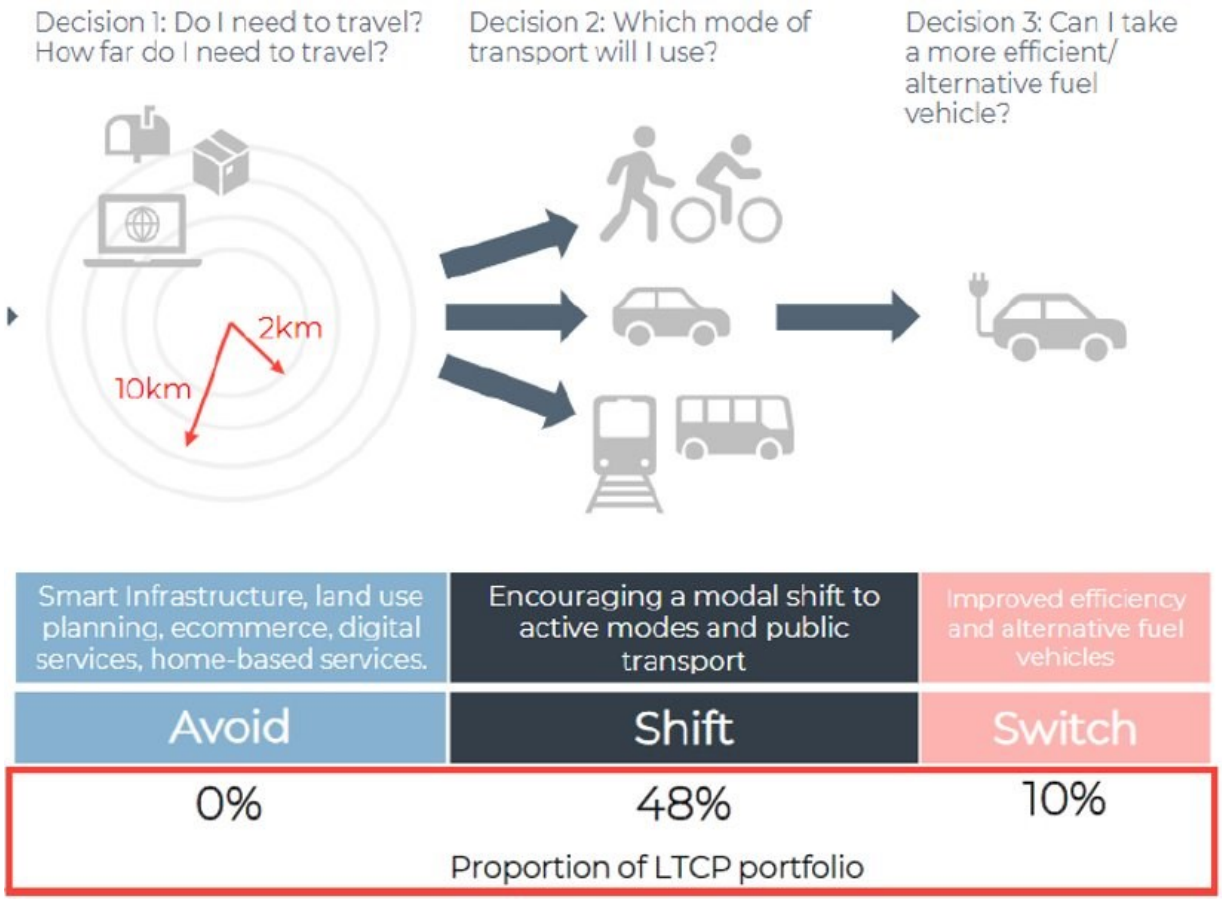
2.11 Phase 1 looked at a high-level carbon assessment based on the 15% reduction in vehicle kms travelled by 2020 which is a target recommended by the Combined Authority's Climate Change commission (2019 baseline). Phase 1 concluded that this target does not align with needed pathways with a gap identified. It was also noted that local transport funding will be conditional on demonstrating emission reduction aligned with national policy.

2.12 Phase 2 provided more detail to phase 1. In summary this phase found, due to the unique position of the region, 40% of vehicle emissions within the Combined Authority are apportionable to through trips on the strategic road network. These emissions are unlikely to be greatly impacted by the commitments of the LTCP. It is therefore essential that the Combined Authority continue to lobby and outline to government the role they, alongside national partners such as National Highways and Network Rail, need to play in reducing the total carbon emissions within our region. The Combined Authority's LTCP will focus on the reduction of carbon emissions as per the requirements of the guidance; however, this will be mainly focused on the 60% of emissions whereby the Authority can directly influence and make the necessary changes.



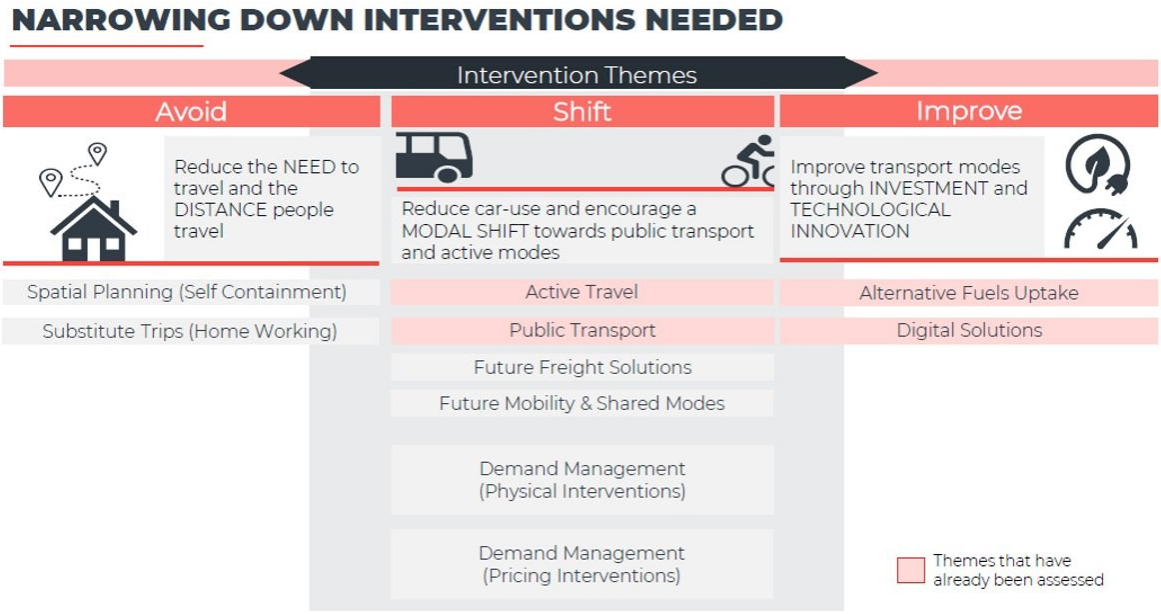

The work looked at LTCP portfolio and split them out by the Vision led approach to travel of "Avoid, Shift and Improve (Switch)" as shown below. This approach has become the basis

for the LTCP going forward and the document is based on.




2.13 Phase 2 summarised that without further intervention, the Combined Authority area will exceed each of the next 4 carbon budget periods till 2050 even with accelerate Electric Vehicle take up. Therefore, there was a need to examine in more detail the carbon mitigation options available. WSP's assessment of the LTCP has been that the Plan as it currently stands is a good position from which to work. Following this assessment, Phase 3 of WSP's work focused on the potential interventions that could be integrated into the overall Strategic Plan to assist in the reduction of carbon emissions across the region. These are outlined in the diagram below and in alignment with the government 's position on LTPs, where there is agreement on these strategic items, these will be included within the regional strategy section

and developed further during the lifetime of the Plan.




2.14 In terms of interventions these are summarised in the table below:

| ***Intervention*** | ***Type*** |
|---|---|
| Online services / Substitute trips | Avoid |
| Area wide Road User Charge | Shift |
| Carbon based Road User Charge | Shift |
| Demand Management (Access and capacity constraints) | Shift |
| Reduced Public Transport fares | Shift |
| Mass Transit | Shift |
| WPL | Shift |
| Parking pricing strategies | Shift |
| Ultra-low emissions buses | Improve |
| Rail line reopening | Shift |
| Rail frequency and capacity Improvements | Shift |
| New rail stations | Shift |
| Demand Responsive Transport (DRT) | Shift |
| Bus priority measures | Shift |
| Mobility hubs and improved modal integration | Shift |
| Bike/e-bikes/e-scooter hire schemes | Shift |
| Cycle infrastructure | Shift |
| Improved pedestrian facilities | Shift |

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|---|
| Demand Management |
| Active Travel |
| Public Transport |
| Technology / Innovation |

2.15 Overall, achieving a 15% reduction in vehicle km (from a 2019 baseline) is considered a suitable level of ambition for the Combined Authority to target through the LTP (in the short term). Analysis shows this level of reduction is sufficient to align with the Committee on Climate Change (CCC) Sixth Carbon budget up until 2028. Beyond this date, further reductions in vehicle travel should be targeted.

2.16 Modelling of "influencing factors" in decarbonisation shows that there is no one intervention which can achieve the scale of reduction in vehicle use required. Of the measures tested, avoid measures (improved digital connectivity, spatial planning) and demand management (pricing strategies and physical measures) have been found to have the greatest influence.

2.17 Individual measures have then been packaged together and tested against the Combined Authority's target policies and pathways for 2050. Analysis shows that an ambitious programme of interventions (at intensities which are deliverable) will achieve the Combined Authority's target but will still leave a residual gap in cumulative emissions. This is partly due to the scale of emissions outside of the scope of influence of the LTP (~40% through trips).

2.18 The scenario tests have highlighted the importance of the timing and sequencing of interventions. It is critical that the LTP considers all necessary hooks to secure further feasibility into the delivery of the required interventions.

2.19 Infrastructure carbon must be carefully considered for all new schemes and ongoing maintenance. If not managed correctly, infrastructure carbon risks whole-economy carbon budgets being missed.

**Programme**

2.20 With central government yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme. Following receipt of the draft guidance, an assessment of the LTCP against the requirements will have to be made and this may impact on the budget.

2.21 This will include a mapping exercise that will compare our LTCP with the draft guidance (including a gap analysis and links to further work if required). Government have outlined that if schemes, initiatives, and transport planning tools are not included within the document then future funding opportunities will be limited. It is therefore imperative that this mapping is undertaken alongside an outline of the key schemes and initiatives within the documentation suite.

2.22 The outcome of this mapping exercise will be provided to constituent Councils and officers will collaborate on how best to take forward particular elements and requirements to meet any gaps identified. The Transport and Infrastructure Committee will be kept informed as to whether this additional work can be accommodated into the timeline outlined above and within the budget allocated.

2.23 The strategic section will be updated with constituent Councils. A detailed Implementation Plan being developed following the agreement of the overarching strategy and align to the budgetary work being undertaken.

2.24 Throughout the update process we will be working with constituent Councils to update the

LTCP including the localised sections and overall strategy.

**Digital Policy**

2.25 In January 2023, the draft Digital Policy was bought to Transport and Infrastructure Committee. Following this Committee, the Policy was shared with key stakeholders for comment and updates following this have been made.

2.26 Much has already been achieved in enhancing digital connectivity in Cambridgeshire and Peterborough, in particular the success in making superfast broadband nearly ubiquitously available across the Combined Authority. However, this is a rapidly moving area, driven by exponential improvements in technology. With the ongoing rollouts of new technologies such as full-fibre broadband and 5G mobile infrastructure, it is vital that Cambridgeshire and Peterborough remain at the forefront of digital connectivity in terms of:

- Fixed broadband connectivity;
- Mobile connectivity;
- Smart infrastructure; and
- Digital adoption, access, and inclusion.

2.27 Based on the Cambridgeshire and Peterborough Digital Connectivity Strategy for 2021- 2025, the Digital Policy for the Local Transport and Connectivity Plan sets out the following commitments:

2.28 In fixed broadband connectivity we will continue to:

- Facilitate industry investment in fixed broadband infrastructure;
- Work with government to deliver public funded fixed broadband solutions where commercial coverage is not viable; and
- Integrate fibre ducting in transport and other infrastructure schemes and exploit this asset.

2.29 In mobile connectivity we will continue to:

- Identify areas of inadequate mobile coverage/capacity;
- Facilitate mobile infrastructure delivery;
- Encourage the use of council assets for hosting mobile infrastructure;
- Explore with operators and with Government the options for minimising adverse impacts of mobile infrastructure on our streetscapes; and
- Support the deployment of innovative mobile technologies and use cases.

2.30 In smart infrastructure we will continue to:

- Support the roll-out of Low Power Wide Area Network (LPWAN) infrastructure for Internet of Things applications;
- Facilitate the sharing of data from IoT applications;
- Support trials and pilots of promising new smart technologies; and
- Support the implementation of proven smart technologies at scale, to improve the sustainability of the transport system.

2.31 In digital adoption, access, and inclusion we will continue to:

- Develop and raise awareness of digital inclusion opportunities;
- Extend the availability of public access WiFi;
- Work with stakeholders to improve digital connectivity in social housing;
- Work with partners to minimise disruption associated with PSTN switch-off, and the

proposed withdrawal of 3G mobile services; and
- Support SMEs' adoption of digital technology.

# 3 Significant Implications

3.1 Central government are yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme and budget.

# 4 Financial Implications

4.1 Central government are yet to publish their LTP guidance that was due in September, and this remains a key risk to the programme and budget.

# 5 Legal Implications

5.1 N\A.

# 6 Public Health Implications

6.1 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.

# 7 Environmental and Climate Change Implications

7.1 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.

# 8 Other Significant Implications

8.1 N\A.

# 9 Appendices

9.1 Appendix 1 – Draft Local Transport and Connectivity Plan
9.2 Appendix 2 – LTCP Draft Evidence Base
9.3 Appendix 3 – Draft – East Cambridgeshire
9.4 Appendix 4 – Draft – Greater Cambridgeshire
9.5 Appendix 5 – Draft – Huntingdonshire
9.6 Appendix 6 – Draft – Peterborough
9.7 Appendix 7 – Draft – Fenland
9.8 Appendix 8 – Draft Monitoring and Performance
9.9 Appendix 9 – Digital Policy

## 10 Background Papers

Combined Authority Board reports 25 January 2023