

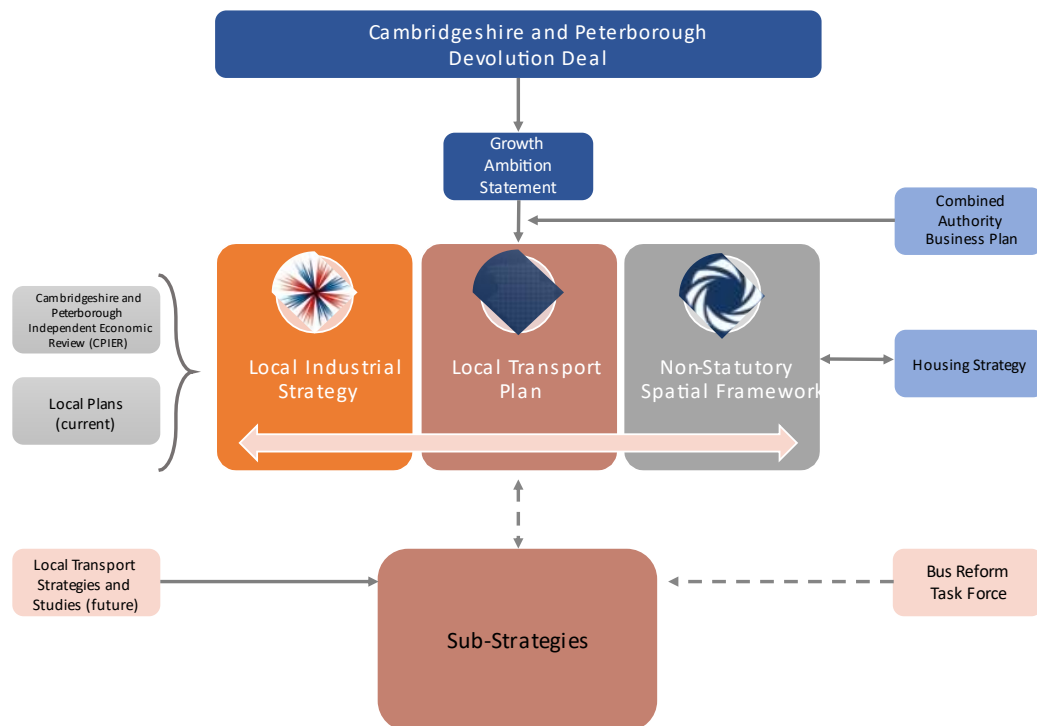
Local Transport Plan Refresh: Scoping Report

1. Introduction

- 1.1. The Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out the different ways in which these will be addressed. The Combined Authority's first LTP was published in January 2020 with the vision to:

“Deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all.”

- 1.2. The LTP is one of the key strategic documents that sets the overarching aims, ambitions and goals for the residents, business and visitors to Cambridgeshire and Peterborough.



- 1.3. The Cambridgeshire and Peterborough Devolution Deal, agreed with central government in 2017, gave the Mayor and Combined Authority responsibility for certain transport functions. Among other responsibilities, the Combined Authority took over the role of Local Transport Authority from Cambridgeshire County Council and Peterborough City Council. One of the key responsibilities of the Local Transport Authority was the development of the LTP.

- 1.4. The LTP is intended to set out the Combined Authority's plans and strategies for maintaining and improving all aspects of the local transport system. The first LTP produced by the Combined Authority set out the:

- Vision and objectives for transport in the area alongside a programme for achieving them;
- Current and future transport needs of people and freight, across transport modes; and

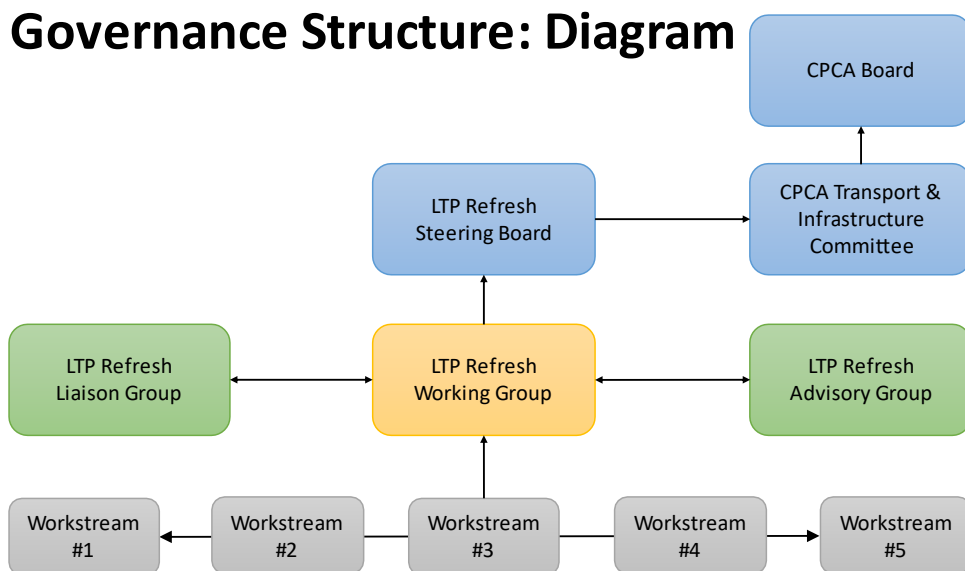
- Policies and delivery plans relating to transport, explaining how they contribute to the delivery of local strategic priorities.
- 1.5. The LTP considers the maintenance, operation and best use of existing transport assets, while at the same time giving due regard to environmental issues and opportunities.
- 1.6. The document is intended to complement, but not replace, the development of local transport policies and schemes. It provides the overarching context that local scheme promoters should consider when prioritising investment in transport.
- 1.7. Therefore, to summarise, the purpose of a LTP is to:
- Outline the current baseline with regard to 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.
- 1.8. As outlined in the LTP (paragraph 1.5), *“Cambridgeshire and Peterborough are likely to change significantly over the lifetime of the plan, in ways that we cannot currently predict. As a consequence, the transport strategy needs to be sufficiently flexible to influence and support transport initiatives as they are brought forward”*.
- 1.9. Since the publication of the LTP in early 2020 there have been a number of significant changes to Cambridgeshire, Peterborough and the wider world that have directly and indirectly impacted on the appropriateness of the region’s transport network and overarching strategy. These changes (both challenges and opportunities) include:
- New CO₂ and EV targets published by government, contained within:
 - Decarbonisation Transport document
 - The Ten Point Plan for a Green Industrial Revolution document
 - New national walking and cycling policy published by government entitled *Gear Change*
 - Independent Commission on Climate Change recommendations (March 2021);
 - A number of developments within the OxCam Arc, including England’s Economic Heartland Transport Strategy and the changes to the spatial strategy framework;
 - The effects of COVID-19, which are being felt across the transportation sector with impacts on the public transport and active travel. In addition, it is important to ensure that there is not a solely car-based recovery during the establishment of the “new normal”;
 - The Comprehensive Spending Review, which was undertaken in late 2020 (one year review) and it is anticipated there will be a three-year review at the end of 2021;
 - As the LTP was published early in 2020 the majority of the data is now more than two years out of date, both in relation to transport and non-transport related challenges and opportunities; and
 - Since the publication of the LTP the Combined Authority and partners have made significant progress in relation to strategic schemes, including A428, East-West Rail, Peterborough Station quarter and the Greater Cambridge Local Plan. The acceleration of these schemes together with the changes in government (local and national) policy has increased the need for a refreshed LTP.

1.10. The Combined Authority will be undertaking a LTP refresh over the course of the 2021/22 financial year. This refreshed document will be submitted to the Transport & Infrastructure Committee and Board for approval and sign off, following public, stakeholder and Member engagement.

2. Governance Structure

2.1. To support work on the LTP refresh, input from a range of people from different organisations will be required. The following section outlines the main roles and responsibilities for this refresh to ensure its delivery within the 2021/22 financial year:

- The Director of Delivery and Strategy will be the Project Sponsor.
- The Transport Strategy and Policy Manager will be the Lead Officer.
- The Combined Authority's PMO will provide project management expertise.
- In line with the Authority's *10 Point Guide*, an inception meeting will take place at the beginning of the project with appropriate due governance thereby ensuring key milestones are met.



LTP Steering Group

2.2. The LTP Steering Group will provide advice and strategic direction, ensure delivery of the project outputs and the achievement of the LTP refresh project outcomes. This Group will consist of the members of the Transport and Infrastructure Committee and will be supported by officers.

LTP Advisory Group

2.3. The Growth Ambition Board will be used during the development of the refresh LTP to act as an Advisory Group where ideas and innovative thinking can be tested and examined to ensure the best quality strategic project is delivered.

- 2.4. The Advisory Group will act as a sounding-board for the Project Sponsor and Lead Officer in the development of the refreshed LTP, providing a forum to test their strategic thinking and access expertise during the plan's development. By aligning this role with that of the Growth Ambition Board, it will be possible to test the fit between emerging LTP thinking and the wider growth programme, including any interface with the OxCam Arc, and with the strategies of member councils.

LTP Working Group

- 2.5. To develop key workstreams it is important that a LTP Working Group is established whereby the lead officers of each work package can report on progress and receive critical feedback ahead of this being challenged by the Steering Group.
- 2.6. The Working Group will be designed to bring together individuals from member councils and key partner organisations that have relevant knowledge and skills who will act either individually or collectively to undertake assigned tasks and activities to achieve the project's objectives.
- 2.7. The membership of the LTP Working Group will include officer representation from at least:
- CPCA;
 - Cambridge City Council;
 - Cambridgeshire County Council;
 - East Cambridgeshire District Council;
 - Fenlands District Council;
 - Greater Cambridge Partnership;
 - Huntingdonshire District Council;
 - Peterborough City Council;
 - South Cambridgeshire District Council;
 - Department for Transport;
 - Highways England; and
 - Network Rail.

LTP Liaison Group(s)

- 2.8. The LTP Liaison Group(s) will ensure the views of a number of key stakeholders and interest groups are considered in a timely manner. Membership of the group(s) will be determined in consultation with local government partners.

Reporting to the CPCA Board

- 2.9. The Transport Strategy and Policy Manager will report the development and progress to the CA Board via the Transport & Infrastructure Committee at key milestones in the LTP refresh programme, to invite challenge and feedback on the overarching direction of travel. In addition, reports will be provided periodically to the CPCA Transport Programme Board on progress.

3. Situational mapping

- 3.1. SWOT (strengths, weaknesses, opportunities and threats) and STEEPLE (social, technology, economic, environmental, political, legal and ethical) analyses to be undertaken at the first

meeting of the LTP Working Group and feedback provided to the Steering Group – this section will be updated in accordance with these timescales and kept under review throughout the lifetime of the project.

4. Resources and assets analysis

- One PMO project manager;
- One Lead Officer;
- Workstream leads (to be led by CPCA and partner organisation); and
- Financial budget – approximately £100k budget for consultation, data investigation and strategic development.

5. Stakeholder and Partnership analysis

5.1. There are a number of key stakeholders that have been identified that will be engaged through the LTP Liaison meetings.

5.2. Additional stakeholders that will be engaged through direct one-to-one engagement meetings, include (not exclusive to – feedback will be sought on additional stakeholders during the development of the programme):

- Airports: Luton and Stansted;
- Anglia Ruskin University;
- Bus Users Group;
- CAM Cycle;
- Cambridge Ahead;
- CBI;
- Chamber of Commerce;
- Climate Change Commission;
- CPCA directorates;
- Emergency Services;
- England's Economic Heartland;
- Federation of Small Businesses;
- Freight Association;
- Friends of the Earth;
- Modal Interest Groups (PROW, Equestrianism);
- MPs;
- Neighbouring Transport Authorities;
- Parish Councils;
- Public Transport Operators – Rail;
- Public Transport Operators – Road;
- Ramblers Association;
- Road Haulage Association;
- UK Power Network;
- University of Cambridge; and
- Visit Cambridge.

5.3. Public information events will be held during the development of the refreshed strategy.

6. Review of existing evidence

- 6.1. LTP in place and requires a refresh – significant data available from the COVID Transport Restart Group and other evidential sources.

7. Data review

- 7.1. Work to be undertaken by the Analysis and Evaluation Manager to identify and review relevant available data sources including demographic, service use, user satisfaction and psychographic data together with any insights gained. This will be part of one of the workstreams and will assist the development of the revised strategy. On completion of the data review, this will help to inform strategic choices to be made at the political and working level.

8. Behavioural analysis

- 8.1. Changes in behaviour to be analysed and incorporated into the overarching strategy document. In addition, these need to be tested, reviewed and amended following feedback from key stakeholders and the public.
- 8.2. There remains an inherent risk around a 'car-based recovery' to the COVID-19 pandemic that may undermine the LTP's objectives (especially in relation to the environment). The situation presents the Combined Authority with an opportunity to build on the lessons to be learned from the pandemic and secure the positive implications relating to behavioural change, reducing the need to travel and the importance of the local community and society are embedded within the refreshed and revised strategy.

9. Establishing 'audience insights' – based on what 'moves & motivates'.

- 9.1. There are several key motivators and barriers that need to be addressed through the refresh of the LTP. Some of these include:
- Impacts of the COVID-19 pandemic leading to changes in behaviour;
 - Active travel developments, such as e-scooters and e-bikes;
 - Gaps identified in the original LTP to be considered and addressed; and
 - A potential risk is around the political direction of travel (due to elections and national government policy updates).

10. Development phase proposals

- 10.1. See Appendix (excel spreadsheet) – outlines a draft programme, illustrating timings, interventions, resources, stakeholder management, governance and monitoring/reporting.

Link to appendix [LTP and Sub Strategies Programme](#)