



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

Agenda Item No: 4.1

Local Transport and Connectivity Plan Update

- To: Cambridgeshire and Peterborough Combined Authority Board
- Meeting Date: 26 January 2022
- Public report: Yes
- Lead Member: Mayor Dr Nik Johnson
- From: Tim Bellamy, Transport Strategy and Policy Manager
- Key decision: No
- Forward Plan ref: n/a
- Recommendations: The Combined Authority Board is recommended to:
- a) Note progress on the Local Transport and Connectivity Plan (LTCP);
 - b) Provide feedback and agree to amended timetable for delivering the Local Transport and Connectivity (LTCP) programme;
 - c) Agree to a programme of public consultation for twelve weeks commencing in May 2022; and
 - d) Delegate authority to the Head of Transport to prepare the public consultation, and to brief members of the CA Board and Transport and Infrastructure on its content.
- Voting arrangements: A simple majority of all Members present and voting.
- 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

This paper is to provide feedback from the Local Transport and Connectivity Plan's (LTCP) Soft Launch public engagement exercise held in November 2021 and the potential implications this has had for the project's overarching programme.

2. Background

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.

These changes include:

- New CO2 and EV targets published by government, contained within:
 - a) Decarbonisation of Transport Plan (DTP)
 - b) The Ten Point Plan for a Green Industrial Revolution document
- New national walking and cycling policy published by government entitled 'Gear Change';
- Climate Change Commission recommendations (February 2021);
- 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, and the need to avoid a predominantly car-based recovery during the establishment of the "new normal";
- Changes to ways of working and increased connectivity through use of technology;
- Impact of the 2021 Comprehensive Spending Review; and
- Data, underpinning the current LTP, more than two years out of date, both in relation to transport and non-transport related challenges and opportunities.

Significant progress has been made in relation to strategic schemes, including A428, East-West Rail, Peterborough Station quarter, the Greater Cambridge Local Plan and the Greater Cambridge Partnership (City Access proposals). The acceleration of these schemes and initiatives together with the changes in Government (local and national) policy has increased the need for a refreshed LTCP.

The LTCP will describe 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.

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.

As outlined in the LTP, “*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*”.

The reasons for a revised LTCP have been discussed at Transport and Infrastructure Committee and CA Board. The original programme was to present a framework document to Board on 30th March 2022 for approval subject to independent assessments, including a Strategic Environmental Assessment (SEA) a Health Inequalities Assessment (HIA), an Equalities Impact Assessment (EqIA) and a Community Impact Assessment (CIA).

Soft Launch Public Engagement

The Combined Authority undertook a four-week, public engagement exercise, that was open for comments on Monday 1st November until Sunday 28th November 2021, specifically in relation to the LTCP.

The purpose of the four-week public engagement was to allow our local communities, stakeholders and businesses the opportunity to comment about their vision and priorities for transport within and across the region. The feedback received will be used to shape the emerging refreshed LTCP before formal consultation takes place.

During the public engagement, the Combined Authority received a total of 553 online feedback forms and 16 hard copy feedback forms, together with five emails. The feedback form asked respondents to complete seven questions. Participants had the opportunity to focus their feedback on specific locations within our region, as question six enabled respondents to select which part of the region they wanted to provide feedback on. Of the 569 feedback forms received, the following summary is provided:

- **96.2%** understood why the vision for transport needs to be updated.
- **57.4%** either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
- The most recurring comments, when asked what changes should be made to the transport vision, concerned; improving cycling and pedestrian links (83), the need to improve transport infrastructure (75), and a desire to provide new bus routes (72).
- **52.9%** strongly agreed or mostly agreed that the aims and objectives listed are the right transport priorities for the region.
- When asked about what aims and priorities needed to be included the top three issues related to: more ambitious net-zero targets (61), the need to provide a greater transport infrastructure (47), and a desire to ensure that the transport network is affordable (39).
- Regionally, bus routing and frequency was ranked as the highest priority in five out of six regions, only Cambridge had a different top priority – reducing congestion in the city.
- Enabling communities and people access to opportunities was ranked as the highest priority (192), swiftly followed by the environment (187). These were the most important issues selected relating to how transport is also important in supporting other positive changes.

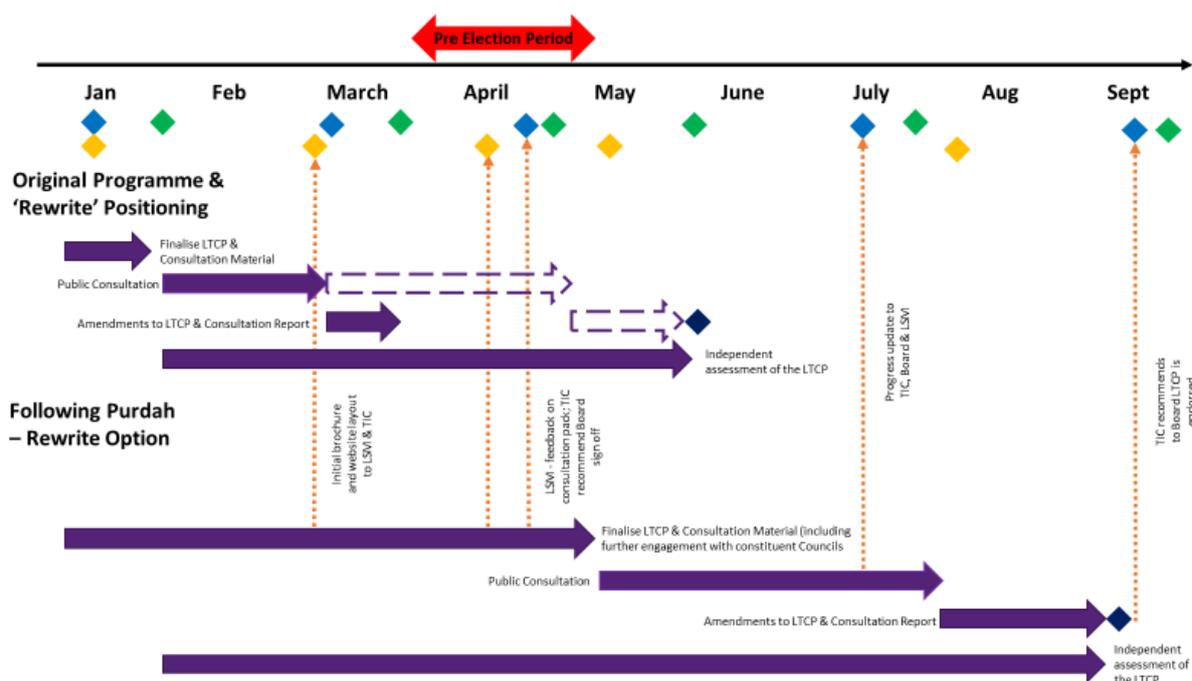
Impact on Programme

Following extensive public engagement and feedback from constituent Councils there are likely to be a very significant number of changes to the LTCP in relation to its content when compared to the current LTP. The suggested amendments reflect the changing policy

environment within which the Combined Authority and partners are now operating, as well as reflecting the aims and aspirations of the public and stakeholders as outlined in the feedback received to date. As a consequence, the task to update the framework document has changed from a what had originally been envisaged as a 'refresh' to become something closer to a full 'rewrite'. It is important to ensure a meaningful public consultation with regards the changes made and therefore it is recommended that this is extended from a six-week to a twelve-week period to reflect Government policy and guidance around the parameters of consultation.

To ensure that the public consultation on the LTCP is not continuing during the constrained 'pre-election period' it is recommended that it commences on the first Monday following the local elections (10th May). For this revised timeline to be successfully met it is imperative that officers continue to meet with elected Members to help shape the overarching framework document and the accompanying consultation materials. Following agreement at CA Board, appropriate meetings and touchpoints will be diarised with elected Members on an individual and collective basis to ensure effective engagement.

Further work is required to finalise the timescales for delivery of the LTCP to ensure that the document is presented to the appropriate TIC and Board meeting in September/October 2022.



The time between now and the public consultation in May will be used to further engage with Members, officers, and stakeholders to ensure the draft framework document and the associated consultation material (brochure, website and feedback forms) truly reflects our position on key issues effecting the transport system across our region. In addition, further technical work will be finalised and socialised with Members to increase the robustness of the plan itself.

3. Significant Implications

3.1 The current LTP remains the policy position of the Combined Authority, until such time as a new framework document is adopted. With a delay to the adoption of the LTCP there may

be an impact on the work of the Greater Cambridge Partnership (GCP) in progressing its City Access proposals. CPCA officers continue to work closely with the GCP (CEO led meetings are held fortnightly) to understand any potential risks and consider mitigations that could be implemented to address these concerns in a timely and effective manner.

4. Financial Implications

- 4.1 There is no financial implications as the LTCP remains deliverable with the budget allocation for 2021/22 and 2022/23 as previously agreed by CA Board.

5. Legal Implications

- 5.1 None.

6. Other significant implications

- 6.1 None.

7. Appendices

- 7.1 Appendix 1 – Feedback Analysis

8. Background Papers

- 8.1 None.