



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Agenda Item No: 2.4

## Local Transport and Connectivity Plan

To:	Transport and Infrastructure Committee
Meeting Date:	08 September 2021
Public report:	Public Report
Lead Member:	Mayor Dr Nik Johnson
From:	Tim Bellamy, Transport Strategy and Policy Manager
Key decision:	No`
Forward Plan ref:	(For key decisions Democratic Services can provide this reference)
Recommendations:	<p>The Transport and Infrastructure Committee is recommended to:</p> <ul style="list-style-type: none"><li>a) Note progress on the LTP refresh and to provide feedback on the development of the LTCP programme, outlining key areas to be addressed in relation to challenges, opportunities and local policy levers; and</li><li>b) Invite officers to review the <i>LTP: CAM Sub Strategy</i> and to report back to a future in a Transport &amp; Infrastructure Committee future paper.</li></ul>
Voting arrangements:	A simple majority of all Members

# 1. Purpose

- 1.1 This paper provides an update to the Local Transport Plan (LTP) following the previous agreement at the Transport and Infrastructure Committee and Board to undertake a refresh to the current document.

# 2. Background

- 2.1 The LTP describes how transport interventions can be used to address current and future challenges and opportunities for the region. It sets out the policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the county in a sustainable way.
- 2.2 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.
- 2.3 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”*.
- 2.4 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:
- 1) 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
  - 2) New national walking and cycling policy published by government entitled Gear Change;
  - 3) Climate Change Commission recommendations (February 2021);
  - 4) A number of developments within the OxCam Arc, including England’s Economic Heartland Transport Strategy and the changes to the spatial strategy framework;
  - 5) The effects of COVID-19, which are being felt across the transportation sector with impacts on public transport and active travel. In addition, it is important to ensure that there is not a predominantly car-based recovery during the establishment of the “new normal”;
  - 6) 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;
  - 7) As the LTP was published early in 2020 much 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
  - 8) 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 LTCP.

- 2.5 The LTP Refresh programme aligns with other existing and emerging strategies and Local Plans thereby minimising any potential need for a further refresh in the short-medium term. For example, the document will consider the recommendations of Cambridgeshire and Peterborough Independent Commission on Climate Change. In addition, the evidential baseline will be updated, and potential scenarios will be explored to ensure that due consideration is given to the various ways in which society continues to emerge following the COVID-19 pandemic. It is important the Combined Authority and partners continue to co-operate to ensure a consistent evidence base thereby allowing for further developments of the strategy that addresses the key challenges and maximises the opportunities within the region.
- 2.6 It is envisaged that the plan will provide non-transportation solutions to meet the aims and objectives of the plan; therefore, it is suggested that it is entitled the Local Transport and Connectivity Plan to reflect this.

### Progress to date

- 2.7 An assessment of the previous LTP's vision, aims and objectives has been undertaken to align with emerging national, regional, and local policies. In addition, this assessment has considered the changes to the local policy and circumstances. Any revision to the LTP's vision, aims and objectives will be reflected throughout the document and within the programme of measures within its Delivery Plan. In addition, further work has been undertaken in relation to the evidence base through analysis of a range of data (regional and local).
- 2.8 Connectivity allows people to replace journeys with communication, by working remotely, including video-conferencing, seeing their doctor remotely or by potentially using virtual reality in the future to see and operate things in their workplace. Improved connectivity allows us to optimise journeys, whether that is from utilising satellite navigation to find the right way; or a fleet operator using it to plan hundreds or thousands of deliveries across the country.
- 2.9 It is therefore suggested that the Local Transport Plan is renamed the Local Transport and *Connectivity* Plan (LTCP) to address these issues and allow for an associated action (delivery) plan to be adhered to and monitored in a timely manner. Local Transport Plans are statutory documents, required under the Transport Act 2000, and their content is prescribed by that legislation, to include:

the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within the area, and "*transport*" is defined to mean:

- (i) the transport required to meet the needs of persons living or working in the authority's area, or visiting or travelling through that area, and;
- (ii) the transport required for the transportation of freight; and includes facilities and services for pedestrians.

Further, the policies must take into account any relevant government policy and guidance in particular in relation to the mitigation of, or adaptation to, climate change or otherwise with respect to the protection or improvement of the environment

Feedback is sought from Members as to whether the Combined Authority should name the document the LTCP, to better reflect our strategy both for digital infrastructure and for connecting the whole county.

- 2.10 Following feedback from Leaders the LTCP will now be consulted on in autumn 2021 and again in early 2022, to enable the Combined Authority to fully reflect the implications of any decision to remove the CAM from the overarching transport strategy. This revised timeline enables policies to be worked up to align with partners and the Medium-Term Financial Plan. The LTCP will now be delivered in early 2022 (dependent on political elections) to the Transport & Infrastructure Committee and the Authority Board.

### 3. Financial Implications

- 3.1 None.

### 4. Legal Implications

- 4.1 The CPCA as Local Transport Authority is obliged to keep the Local Transport Plan under review, and to alter it if they consider it appropriate to do so.

### 5. Other Significant Implications

- 5.1 None at this time

### 6. Appendices

- 6.1 Not Applicable

## 7. Background Papers

Local Transport Plan