



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

JAMES PALMER
CAMBRIDGESHIRE &
PETERBOROUGH MAYOR

Agenda Item No: 2.3

Local Transport Plan (LTP) Refresh and Alternative Fuelled Vehicle Strategy Development

To: Transport and Infrastructure Committee

Meeting Date: 10 March 2021

Public report: Yes

Lead Member: Mayor James Palmer

From: Paul Raynes
Director of Delivery and Strategy

Key decision: No

Forward Plan ref: (For key decisions Democratic Services can provide this reference)

Recommendations: The Transport and Infrastructure Committee is recommended to:

- a) Approve the development of an Alternative Fuelled Vehicles Strategy during the 2021/22 financial year; and
- b) Approve the refresh of the Local Transport Plan (LTP) to be undertaken during the course of the 2021/22 financial year; and
- c) Recommend to the Board to approve and allocate £200,000 from the MTFP revenue budget for LTP development work, in line with the proposals in this paper.

For Item (a), a simple majority of all Members

For Items (b) and (c) 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

1. Purpose

- 1.1 The purpose of this report is to invite Members to approve a refresh to the Local Transport Plan (LTP) during the 2021/22 financial year. At key milestones during the refresh programme, Members will receive updates and opportunity to provide feedback and amendments to the refreshed document.
- 1.2 In addition, this report also invites Members to agree that the Authority should develop a strategy for Alternative Fuelled Vehicles. This document will be a sub-strategy of the refreshed LTP.

2. Background

Local Transport Plan: Background

- 2.1 The Combined Authority is the Local Transport Authority with strategic transport powers for the area. This includes the responsibility to prepare a Local Transport Plan.
- 2.2 At the Authority's January 2020 Board meeting, the Board agreed the adoption of the Cambridgeshire and Peterborough LTP. This was the Authority's first LTP. 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.
- 2.3 The revised LTP was produced in partnership with Peterborough City Council, Cambridgeshire County Council, the Greater Cambridge Partnership, and the City and District Councils of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire. Throughout the LTP's development, ongoing engagement took place with central government, Highways England and Network Rail; as well as neighbouring Transport and Highway Authorities. In addition, to working with public sector partners, the LTP was informed by wider stakeholder consultation, including with transport operators; industry groups; and community organisations.
- 2.4 The Plan has three parts:
 - The LTP sets out the vision, goals and objectives that define how transport will support the Combined Authority's Growth Ambition, and our overarching, strategic approach to meeting these objectives.
 - The Transport Delivery Plan summarises the projects that the Combined Authority – together with our partners – aim to deliver over the lifetime of the LTP, and the mechanisms through which they will be delivered. It describes how the Delivery Plan will be monitored, reviewed and updated over time. In addition, the Delivery Plan also outlines the roles and responsibilities of the Authority and its delivery partners. This document was drafted after consultation.
 - Our Policies describe the requirements in relation to transport planning and design, delivery, and operation and maintenance for the Authority, our public sector partners, key private sector and non-for-profit stakeholders. In addition, they also provide the overarching principles that underpin our decision-making, capital investment and revenue support for the transport infrastructure and services.

Need for an LTP Refresh

- 2.5 The paper presented to the Board in January 2020 said that the LTP would be updated and revised as needed to reflect the changing environment.
- 2.6 Since the publication of the LTP, a number of significant changes to the context for the region's transport network and overarching strategy have taken place. These include:
- New national climate change targets, contained within:
 - *Decarbonisation of Transport Plan (DTP)*
 - *The Ten Point Plan for a Green Industrial Revolution*
 - New national walking and cycling policy;
 - The establishment of the Cambridgeshire and Peterborough Climate Change Commission, which will report in mid-March;
 - The government's decision to develop a spatial strategy for the Oxford to Cambridge Arc;
 - The effects of COVID-19, which are being felt across the transportation sector with impacts on public transport and active travel;
 - The single-year Comprehensive Spending Review, which has changed the visibility of longer-term capital funding streams;
 - More recent data is available; 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, and Peterborough Station quarter.

Local Transport Plan: Refresh Programme

- 2.7 The Committee is therefore invited to agree a refresh of the LTP during the 2021/22 financial year.
- 2.8 During this refresh, Members, stakeholders, interest groups and the public will be consulted and have the opportunity to feed into an updated, revised document.
- 2.9 It is proposed that public and stakeholder engagement on the proposed refresh of the LTP will take place during late Summer, with the aim of bringing a document to the Committee and Board for approval at the end of the year.

Alternative Fuelled Vehicle Strategy

- 2.10 Combined Authorities will have a key role to play in facilitating the transition to the electrification of transport. In addition, hydrogen vehicles offer a real alternative to traditional fuel sources and EVs and need consideration.
- 2.11 Because of the Authority's own zero carbon ambition, the greater emphasis placed on alternative fuels by central government, and the anticipated recommendations of the Authority's independent Climate Change Commission (CPICC), there is a timely opportunity for the Authority to develop and implement an Alternative Fuelled Vehicle Strategy and associated action plan.

- 2.12 The recommendations of the CPICC will be a crucial input to shaping the overarching strategy and the associated action plan. It is key that the outcomes are deliverable and aligned to the Authority's economic and environmental ambitions. In addition, due consideration will be given to the challenges identified through the CPICC and other workstreams, specifically in relation to work required to meet demand on the electricity grid network.
- 2.13 The strategy will include the identification of alternative fuel opportunities for each transport mode e.g., freight (including last mile connectivity), buses (including Park and Ride infrastructure), taxis, highways maintenance fleet, vans, bikes and cars (including car clubs).
- 2.14 The available Combined Authority budget for this project will be supplemented by a financial contribution from Norfolk and Suffolk Local Enterprise Partnership (N&SLEP). The N&SLEP are keen to provide resources, both financial and expertise during the development of the strategy and associated action (delivery) plan. The Authority will be the main client with the Supplier.
- 2.15 It is recognised that no 'one size fits all' and therefore it is essential that the outputs from the strategy and associated action (delivery) plan are appropriate to the local circumstances, environment, challenges and opportunities.

3. Financial Implications

- 3.1 The Combined Authority's Medium-Term Financial Plan allocated a revenue budget of £200,000 in 2021-22 for work on the LTP. Both the main LTP work and work on the Alternative Fuelled Vehicle Strategy will be funded from that budget. In the case of the sub-strategy, the budget is expected to be augmented by partner contributions as set out in paragraph 2.14 above.

4. Legal Implications

- 4.1 Article 8 of the Peterborough and Cambridgeshire Combined Authority Order 2017 confirmed the Cambridgeshire and Peterborough Combined Authority as the Local Transport Authority for its area. The Combined Authority assumed powers and duties contained within parts 4 and 5 of the Transport Act 1985, and under Article 8 (b) Part 2 of the Transport Act 2000 (as amended), which included the duty to produce an LTP.
- 4.2 The purpose of the LTP is to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport (s.108 Transport Act 2000 as amended by the Local Transport Act 2008).
- 4.3 Developing a LTP is a duty of the Combined Authority by way of Section 9 of the Local Transport Act 2008.

5. Other Significant Implications

- 5.1 The Cambridgeshire and Peterborough LTP sets out the focus and alignment with the Local Plans for Transport and Infrastructure matters across the Cambridgeshire and Peterborough region.

6. Appendices

- 6.1 Appendix A – Draft Local Transport Plan Refresh Scoping Report

7. Background Papers

- 7.1 None