

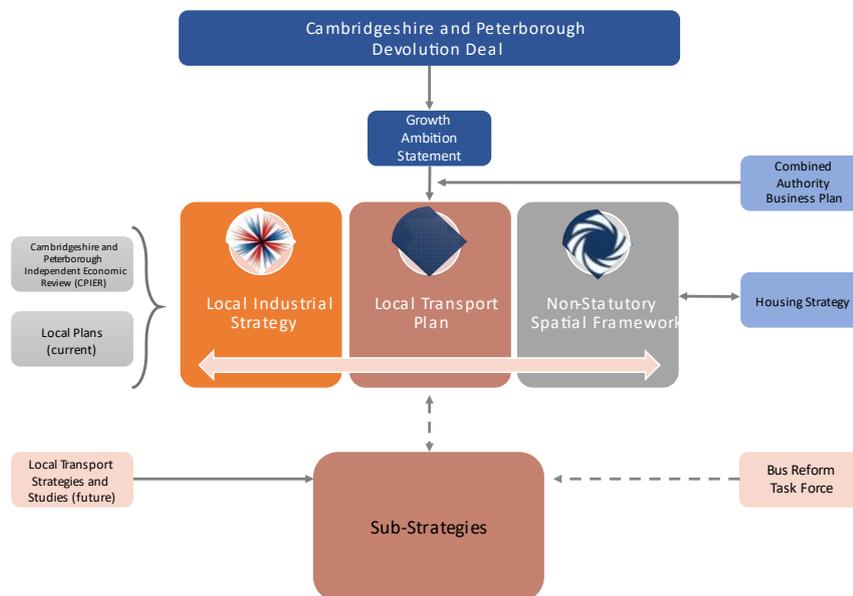
Local Transport Plan Refresh: Scoping Report

Introduction

A Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out different ways in which these challenges will be addressed. The Combined Authority's first LTP was published their LTP 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

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.



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 is the development of a new Local Transport Plan. Cambridgeshire County Council and Peterborough City Council retain their roles as Highway Authorities and must continue to make sure that local roads are in a good state of repair, as required by law.

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;
- the 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.

The LTP also considers the maintenance, operation and best use of existing transport assets, while at the same time giving due regard to environmental issues and opportunities.

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.

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.

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”*.

Since the publication of the LTP in early 2020 there has 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
- Climate Change Commission recommendations (February 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 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 the changes in government (local and national) policy has increased the need for a refreshed LTP.

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

The work team/steering group

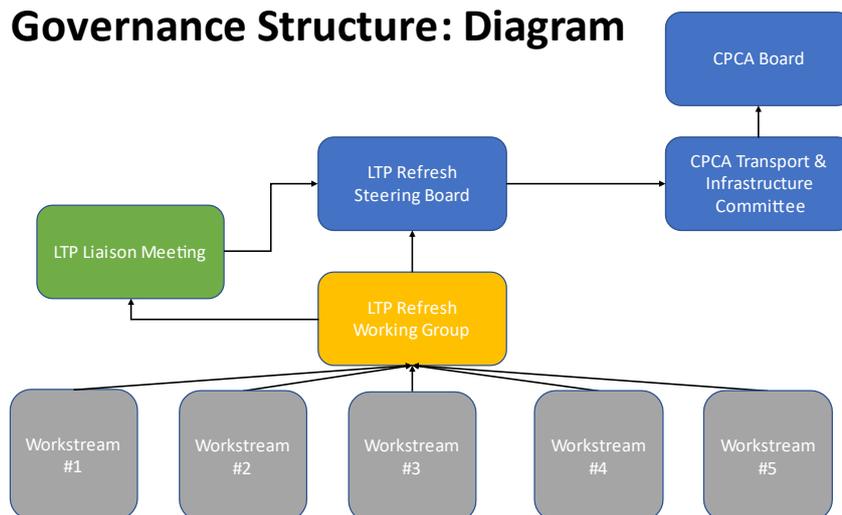
To support work on the LTP refresh, input from a range of people from different organisations will be required. The following section outlines the main roles and responsibilities for the refresh of the LTP to ensure its delivery within the 2021/22 financial year:

- Paul Raynes will be the Project Sponsor for the LTP refresh.
- Tim Bellamy will be the lead officer for the project.
- The Combined Authority's PMO will provide project management expertise (officer to be identified).
- A Steering Group to manage the overall direction of travel and delivery of the refreshed LTP, will consist of:
 - The Mayor
 - Tim Bellamy (LTP lead)
 - PMO Project Manager (to be confirmed)
 - Jackie Cockrill (secretariat)
 - Paul Raynes
 - Rowland Potter
 - Comms Team representative
 - District Council Councillors
 - CCC & PCC Councillors
 - David Begg / Stephen Joseph (or similar – peer within the Transport Planning arena)
 - Campaign for Better Transport representative (to be considered)
- A LTP Working Group, to manage the day-to-day delivery of specific workstreams and ensure alignment between them, will consist of:
 - PMO Project Manager (chair – to be confirmed)
 - Tim Bellamy (LTP lead)
 - Jackie Cockrill (secretariat)
 - Rowland Potter (optional)
 - Oliver Howarth (optional)
 - Michael Soper (optional)
 - Isobel Wade (Greater Cambridge Partnership)
 - Jeremy Smith (Cambridgeshire County Council) and/or Chris Poultney (Cambridgeshire County Council)
 - PCC representative (to be confirmed)
 - DC representatives (to be confirmed)
 - Susanne Isaacs (DfT)
 - Steven Hart (Network Rail)
 - Eric Cooper (Highways England)
 - Jess Cunningham (Cambridge University)
- In addition, there will be a LTP Liaison Group, which will ensure the views of a number of key stakeholders and interest groups are considered in a timely manner. This group will include the following (not exhaustive list at this stage):
 - Tim Bellamy (chair)
 - Jackie Cockrill (secretariat)
 - PMO Project Manager (project management lead)
 - Rowland Potter (optional)
 - Oliver Howarth (optional)

- Michael Soper (optional)
- Workstream leads
- Comms Team representative
- DfT representative
- Network Rail representative
- Highways England representative
- Cambridge University representative
- Anglia Ruskin University representative
- University of Peterborough representative
- Greater Cambridge Partnership representative
- Cambridge Ahead representative

Tim Bellamy will also report the development and progress to the CPCA Transport & Infrastructure Committee and Board at key milestones in the LTP refresh programme. In addition, reports will be provided periodically to the Growth Ambition Programme Board and CPCA Transport Programme Board on progress.

Governance Structure: Diagram



Situational mapping

- 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.

Resources and assets analysis

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

Stakeholder and Partnership analysis

- There are a number of key stakeholders that have been identified – and will be engaged through the LTP Liaison meetings
- Additional stakeholders that will be engaged through direct one-to-one engagement meetings, include (not exclusive to):
 - Neighbouring Transport Authorities;
 - Modal Interest Groups (PROW, Equestrianism);
 - Road Haulage Association;
 - UK Power Network;
 - Freight Association;
 - MPs;
 - Airports: Luton and Stansted;
 - Public Transport Operators – Rail;
 - Public Transport Operators – Road;
 - England Economic Heartland;
 - Parish Councils;
 - Bus Users Group;
 - Visit Cambridge;
 - Cambridge Ahead;
 - Chamber of Commerce;
 - CBI;
 - Federation of Small Businesses;
 - Friends of the Earth;
 - Emergency Services;
 - CPCA directorates – Business & Skills;
 - Ramblers Association; and
 - Climate Change Commissioner.
- A series of public information events will be held during the development of the refreshed strategy.
- Identify and give details of potential stakeholders and partners and how they will be engaged. Examining key stakeholder views ‘what they want to achieve’ (acknowledging differences where they exist).

Review of existing evidence

- LTP in place and in need of a refresh – significant data available from the restart group (working with Michael Soper)

Data review

- Work to be undertaken with Michael Soper to identify and review relevant available data sources including demographic, epidemiological, 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.

Behavioural analysis

- 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.
- 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.

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

- 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).

Behavioural goals

- Not applicable.

Ethical issues

- Not applicable.

Development phase proposals

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