



## **TRANSPORT & INFRASTRUCTURE COMMITTEE**

**Date: Thursday, 09 January 2020**

**Democratic Services**  
Dermot Pearson  
Interim Monitoring Officer

**14:00 PM**

The Incubator  
Alconbury Weald  
Cambridgeshire  
PE28 4WX

**Meeting Room 1  
Incubator 2, Alconbury Weald Enterprise Campus,  
Huntingdon, Cambridgeshire, PE28 4WX**

### **AGENDA**

**Open to Public and Press**

#### **Part 1: Governance Items**

- 1.1 Apologies for Absence and Declarations of Interest**
- 1.2 Minutes - 7th November 2019** **5 - 14**
- 1.3 Public Questions**  
Arrangements for public questions can be viewed in Chapter 5,  
Paragraphs 18 to 18.16 of the Constitution which can be viewed here  
- [Cambridgeshire and Peterborough Combined Authority: Constitution](#)
- 1.4 Combined Authority Forward Plan - 6 December 2019** **15 - 28**

## **Part 2: Delivery**

<b>2.1</b>	<b>Budget and Performance Update</b>	<b>29 - 36</b>
<b>2.2</b>	<b>Local Transport Plan</b>	<b>37 - 376</b>
<b>2.3</b>	<b>Coldhams Lane Roundabout Progress Report</b>	<b>377 - 380</b>
<b>2.4</b>	<b>The Cambridge Autonomous Metro Public Consultation</b>	<b>381 - 382</b>
<b>2.5</b>	<b>The Cambridge Autonomous Metro - Regional Arms Strategic Outline Business Case Tender Document Preparation</b>	<b>383 - 386</b>
<b>2.6</b>	<b>Delegation of Passenger Transport Powers and the Transport Levy for 2020-21</b>	<b>387 - 390</b>
<b>2.7</b>	<b>Huntingdon Transport Strategic Study</b>	<b>391 - 394</b>

## **Part 3: Date of next meeting**

The next meeting of the Transport Committee is scheduled to take place at 10am on 6th March 2020.

The Transport & Infrastructure Committee comprises the following members:

Mayor James Palmer

Councillor Ian Bates

Councillor Peter Hiller

Councillor Nicky Massey

Cllr Jon Neish

Cllr Joshua Schumann

Cllr Chris Seaton

Councillor Aidan Van de Weyer

*For more information about this meeting, including access arrangements and facilities for people with disabilities, please contact*

Clerk Name: Daniel Snowdon

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The Combined Authority is committed to open government and members of the public are welcome to attend Committee meetings. It supports the principle of transparency and encourages filming, recording and taking photographs at meetings that are open to the public. It also welcomes the use of social networking and micro-blogging websites (such as Twitter and Facebook) to communicate with people about what is happening, as it happens.





**Agenda Item No: 1.2**

**CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY TRANSPORT AND  
INFRASTRUCTURE COMMITTEE: MINUTES**

**Date:** Thursday 7<sup>th</sup> November 2019

**Time:** 14.00pm – 15.33pm

**Present:** James Palmer (Mayor and Chairman), Councillors Ian Bates, David Brown, Nicky Massey, Chris Seaton and Aidan Van de Weyer

**Apologies:** Councillors Ryan Fuller, Peter Hiller (Councillor John Holdich substituting) and Josh Schumann (Councillor David Brown substituting).

**32. APOLOGIES AND DECLARATIONS OF INTERESTS**

Apologies were received from Councillors Ryan Fuller, Peter Hiller and Josh Schumann. No declarations of interest were received.

**33. MINUTES – 26 JUNE 2019**

The minutes of the meeting held on 26 June 2019 were agreed as a correct record and signed by the Chairman.

**34. PUBLIC QUESTIONS**

None received.

**35. TRANSPORT AND INFRASTRUCTURE COMMITTEE TERMS OF REFERENCE**

The Committee received a report that set out the new terms of reference for the Committee.

Members noted at its September 2019 meeting the Combined Authority Board agreed amendments to the constitution which created new governance arrangements for the Combined Authority. The new arrangements included significant delegation of decision making to the Transport and Infrastructure Committee which the report set out.

It was resolved unanimously to note the new governance arrangements for the Committee.

### 36. BUDGET AND PERFORMANCE UPDATE

The Committee considered the Budget and Performance Update. The presenting officer drew the Committee's attention to the recommendations of the report and the position relating to revenue and capital.

Members noted the performance element of the report and the 4 schemes that were red rated including the Wisbech Access Strategy, A605 King's Dyke Crossing, Ely Area Capacity Enhancements and Eastern Industries Access Phase 1.

In discussing the report Members:

- Sought clarity regarding the revenue table at paragraph 3.1, in particular the A10 Strategic Outline Business Case. Officers explained that the project was formerly a Cambridgeshire County Council project that was now being progressed by the Combined Authority and the figure contained in the table represented revenue that had been brought forward.
- Requested that commentary be improved in order to facilitate tracking of spending against budgets. **ACTION**

It was resolved unanimously to:

- a) note the November budget and performance monitoring update
- b) Agree to take reports in the format proposed for future meetings.

### 37. COLDHAMS LANE ROUNDABOUT PROGRESS REPORT

The Mayor proposed with the agreement of the Committee to defer the item because it did not contain a recommendation for action. A funding request would need to be made in the near future. Therefore a single paper with a substantive recommendation and more detail on would be presented to the January Committee meeting.

It was resolved unanimously to defer the item

### 38. CAM PROGRAMME OUTLINE BUSINESS CASE

The Committee received a report that provided an update to the Committee on the CAM Outline Business Case stage tasks that had been completed and provide the range of planned activities up to January 2020.

Members noted the level of engagement that had been taking place and the 2 meetings that had taken place of the CAM OBC Sub-Committees relating to finance and technology.

During the course of discussion Members:

- Noted the planned consultations due to begin in early 2020, documentation for which would be made available in advance.
- Highlighted the timetable associated with the Outline Business Case and sought assurance that it was achievable. Officers informed Members that the timescales were challenging but targets were being met.

It was resolved to:

- a) Note the update provided
- b) Provide officers with any comments members may have on the update.

### **39. A1260 J15 OUTLINE BUSINESS CASE**

Members considered a report that recommended the Committee approve drawdown of £140,000 from the allocation in the Medium Term Financial Plan and proceed with outline business case for improvements to be made to Junction 15 of the A1260. The junction currently suffered from severe congestion and was a significant arterial route in the city that provided access to one of only three river crossings within Peterborough and provided access to a major employment centre at Thorpe Wood.

Members noted the constraints associated to the delivery of any solution which included environmental and topographical constraints.

Attention was drawn to the Benefit Cost Ratio based on the current cost estimate had been assessed as scoring 8 which demonstrated very high value for money.

In discussing the report Members:

- Questioned whether the proposed scheme would reduce traffic rather than only increase capacity. Officers explained that the scheme was designed to release congestion which had occurred due to the level of development in the area. There was a desire to enable modal shift in transport and officers undertook to consider how it could be achieved.
- Noted that the junction had been a problem for many years and was a key route that serviced new developments at Hampton and the current congestion levels were impeding emergency services.
- Noted that a business case relating to a rapid transport system for Peterborough would be presented to the Committee in due course.
- Highlighted the Benefit Cost Ratio score of 8 which was exceptionally high. Members encouraged the Combined Authority to continue to lobby Highways England for improvement to the A47. The Mayor informed the Committee that he would be meeting Highways England regarding the development of the A47 and would seek to address the concerns of Members with the Chief Executive.

It was resolved unanimously to:

- a) Approve the drawdown of £140,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case

#### **40. A1260 J32-3 OUTLINE BUSINESS CASE**

Members considered a report that sought the approval for the draw-down of £130,000 from the allocation in the Medium Term Financial Plan in order to proceed with the development of the Outline Business Case.

The presenting officer described the location of the junction and its strategic importance in the Parkway Network, connecting the A1139 Fletton Parkway and the A1260 Nene Parkway. The key issues identified with the junction as part of the Strategic Outline Business Case included, significant queueing on a number of approaches to the junction, conflicts occurring and poor collision statistics.

Attention was drawn to the Benefit Cost Ratio of the proposed scheme which had been assessed as 3.26. Members noted that a score above 2 was considered as demonstrating high value for money.

In discussing the report Members:

- Questioned whether options had been tested with improvements to public transport. Officers explained that the purpose of the proposed scheme was to address congestion. However, the Outline Business Case would be expanded to include the public transport model.
- Noted the level of hazardous queuing that occurred on the route and the resulting 'rat-running' that took place in order to avoid the congestion.
- Noted the ambition to a rapid transport system for Peterborough. In order to do so it was essential that public transport was reliable and not delayed in traffic congestion. Improving public transport was intrinsically linked to improvements to the road network.

It was resolved unanimously to:

- a) Approve the drawdown of £130,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case



#### 41. CAMBRIDGE SOUTH STATION PROGRESS UPDATE

Members considered a report that provided an update on the interim Cambridge south station.

The presenting officer drew the Committee's attention to paragraph 2.6 of the report that detailed the scope of the further work that had commenced. In particular Members noted a review with Network Rail and the train operator to ensure a service from the station and the interim design which would be for pedestrian and cycle access only.

In discussing the report Members:

- Welcomed the intended lack of provision for car parking and requested that cycle parking be made as secure as possible.
- Questioned whether the proposed station would have a detrimental impact upon timetabling. Officers explained that a sensitivity analysis had been undertaken and the next phase would identify interventions that would address issues.
- Commented that local bus services also required consideration as part of the scheme.
- Noted that through working with Network Rail's permanent team assurance could be given that the site would remain the same for a permanent station solution.
- Questioned whether there would be sufficient land for a 4 track solution to be established in the future. Officers explained that a 4 track solution would require additional land and additional work would need to be undertaken to deliver the land necessary.
- Highlighted that not all trains stopped at Cambridge North Station and that it was essential that discussions with train operators took place in order to ensure the trains stopped at the new station within the timetable.
- Noted the comments of the Mayor that there was currently no indication of when east-west rail would be realised. It was therefore not possible to wait any longer as the station was needed for the area.
- Noted the support of Network Rail for a permanent station solution at the site and the cross-party political support for the project.
- Emphasised the importance of the station for the local area and the wider county as it would enable staff to commute much more easily to the Addenbrooke's campus.

It was resolved to:

- a) Agree to continue with the interim station options within the allocated budget

- b) Mandate officers to request the Department for Transport to permit their supplier, Network Rail, to release details of the permanent station layout.

## 42. BUS REFORM TASK GROUP PROGRESS REPORT

Members considered a report that provided a summary of the work undertaken by the Bus Reform Officer Task Group that had been established in April 2019 to date and outlined the next steps and decision points that were planned.

The presenting officer informed the Committee of the key principal work-streams that were currently being undertaken. Attention was drawn to the second principal work-stream that was intended to make tangible improvements in bus services that could be implemented in the short term. As part of that work there were 5 priority schemes that were being scoped including: longer minimum contracts for contracted services, optimisation of the contracted services network, improved information for the public, improved bus stop signage and infrastructure and improved marketing.

Members noted that the first meeting of the Mayoral Bus Reform Task Force was planned to take place on 3<sup>rd</sup> December 2019.

In discussing the report Members:

- Commented that improved signage at bus stops needed to aspire to be like the London Underground which listed the stops on a particular route.
- Emphasised the need for simpler ticketing that was transferable across operators. Officers explained that issues regarding ticketing had been explored and there were barriers relating to systems compatibility and persuading operators to allow passengers to travel on their services with tickets purchased through other operators. Regular meetings with operators took place at which ticketing was addressed.
- Highlighted the importance of attracting residents of rural communities to using the bus rather than their cars. Officers commented that while improving signage and information would improve the service there was also a wider question of whether rural communities were best serviced by the current routes and was part of the Strategic Outline Business Case.
- Drew attention to the role of subsidies in attracting passengers such as students to use the bus network which could assist in achieving modal shift in transport.
- Noted the comments of the Mayor that the bus service was not an easy problem to tackle as the public wanted a service that was convenient to them which was difficult to provide. Stagecoach had been encouraged to improve their mobile phone app and attention was drawn to the 15% ticket price reduction for NHS staff in Cambridge which was planned to be expanded to include Hinchingbrooke and Peterborough Hospitals. It had also been requested of bus operators to reinstate certain rural route. The Bus Reform Task Force would provide a further forum

through which to influence the service. Work would continue regarding the potential franchising of the bus network if services did not improve.

It was resolved to:

- a) Note the progress report
- b) Comment on the update in the progress report, including identifying issues the Bus Reform Task Group might consider

#### **43. ELY AREA CAPACITY ENHANCEMENT PROGRESS REPORT**

Members considered a report that presented a summary of the work undertaken on the Ely Area Capacity Enhancement project to date and outlined the next steps and decision points that were planned.

In discussing the report Members:

- Emphasised the importance of the improvements for residents and questioned the level of integration between Network Rail and the wider road network. Officers explained that there were wider regional collaborations taking place with Midlands Connect and Transport East. It was noted that that rail and road conflicts were one of the biggest issues.
- Noted the impact of moving freight to rail and the associated benefits to carbon emissions.
- Drew attention to a newly formed group in Norfolk and Suffolk that were seeking to improve freight movements from the port of Felixstowe that were keen to join the ongoing work.
- Noted the comments of the Mayor that there was an understanding beyond Cambridgeshire of the strategic importance of the junction. The improvements were essential to the delivery of Wisbech rail, improving services through Fenland and the proposed Cambridge South Station.
- Noted the campaign with the Jockey Club in Newmarket to re-open the loop as a means of pressure relief and the discussions regarding double-tracking at Soham.

It was resolved to:

- a) Note the progress report
- b) Advise on any issues requiring escalation to the Ely Area Capacity Enhancement Programme Board

#### **44. A605 OUNDLE ROAD WIDENING – ALWALTON – LYNCH WOOD**

Members considered a report that sought to proceed to Board a decision on funding the additional £795k required to progress with construction of the A605 Oundle Road Widening – Alwalton – Lynch Wood scheme to proceed to completion in 2020, following the conclusion of the detailed design.

In presenting the report officers highlighted paragraph 2.4 of the report that set out the options for the scheme considered before determining that the first option, of adding an additional lane eastbound from the entrance of Alwalton to the junction of Oundle Road and Lynchwood should be progressed through design.

In discussing the report Members:

- Confirmed that the old Walton turn would be closed.
- Drew attention to the level of development taking place in the area, in particular at the Peterborough Show Ground where planning permission had been granted for 600 homes and it was likely more would follow.

It was resolved unanimously to agree to proceed to Board to take a decision on funding the additional £795,000 required to progress with construction

#### **45. UNIVERSITY ACCESS STRATEGIC OUTLINE BUSINESS CASE**

Members considered a report that provided a summary of why the University Access project should be commenced and requested approval to proceed with the Strategic Outline Business Case. The aim of the project was to identify and assess highway improvements to bring a series of decongestion benefits and enhance access to the University.

In discussing the report Members emphasised the importance of planning and building infrastructure ahead of major developments. Members highlighted that students would mainly travel by bicycle and therefore should be given careful consideration.

It was resolved unanimously to:

- a) Approve the drawdown of £200,000 from the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case

#### **46. A16 NORWOOD STRATEGIC OUTLINE BUSINESS CASE**

Members considered a report that summarised the reasons for commencement of the A16 Norwood project and to request approval to proceed with the Strategic Outline Business Case.

In presenting the report officers drew attention to the location of the of the Norwood development and would comprise of 2,000 new homes. The project sought to dual a small section of the A16 and improve the roundabout with the A47.

In discussing the report Members:

- Noted that the site had planning permission for over 10 years. However, due to poor access development had been prevented. The proposed scheme unlocked 2,000 houses, 3 schools and significant employment for the area.
- Questioned whether the Combined Authority (CA) would be able to seek financial recompense from developers which had benefited from increased land values and development opportunities following. Officers undertook to look into further and noted the comments of the Mayor that the CA would seek to claw back financially where possible and reminded the Committee that part of the reason the CA was established was to facilitate such projects in order to enable development and growth for the area.

It was resolved to: Holdich brown unanimous.

- a) Approve the drawdown of £130,000 form the allocation in the Medium Term Financial Plan to produce the Outline Business Case
- b) Agree to proceed with the development of the Outline Business Case

#### **47. DATE OF NEXT MEETING**

Thursday 9<sup>th</sup> January 2020, Incubator 2, Alconbury Weald Enterprise Campus, Huntingdon.

**Chairman**



# **CAMBRIDGESHIRE & PETERBOROUGH COMBINED AUTHORITY'S FORWARD PLAN OF EXECUTIVE DECISIONS**

PUBLISHED FRIDAY 6 DECEMBER 2019

## **FORWARD PLAN**

### **PURPOSE**

The Forward Plan sets out all of the key decisions which the Combined Authority Board and Executive Committees will be taking in the coming months. This makes sure that local residents and organisations know what key decisions are due to be taken and when.

The Forward Plan is a live document which is updated regularly and published on the [Combined Authority website](#) (click the Forward Plan' button to view). At least 28 clear days' notice will be given of any key decisions to be taken.

### **WHAT IS A KEY DECISION?**

A key decision is one which, in the view of the Overview and Scrutiny Committee, is likely to:

- i. result in the Combined Authority spending or saving a significant amount, compared with the budget for the service or function the decision relates to (usually £500,000 or more); or
- ii. have a significant effect on communities living or working in an area made up of two or more wards or electoral divisions in the area.

### **NON-KEY DECISIONS**

For transparency, the Forward Plan also includes all non-key decisions to be taken by the Combined Authority Board and Executive Committees.

### **ACCESS TO REPORTS**

A report will be available to view online one week before a decision is taken. You are entitled to view any documents listed on the Forward Plan after publication, or obtain extracts from any documents listed, subject to any restrictions on disclosure. There is no charge for viewing the documents, although charges may be made for photocopying or postage. Documents listed on this notice can be requested from Dermot Pearson, Interim Monitoring Officer for the Combined Authority at [Dermot.Pearson@cambridgeshirepeterborough-ca.gov.uk](mailto:Dermot.Pearson@cambridgeshirepeterborough-ca.gov.uk)

The Forward Plan will state if any reports or appendices are likely to be exempt from publication or confidential and may be discussed in private. If you want to make representations that a decision which it is proposed will be taken in private should instead be taken in public please contact Dermot Pearson, Interim Monitoring Officer at [Dermot.Pearson@cambridgeshirepeterborough-ca.gov.uk](mailto:Dermot.Pearson@cambridgeshirepeterborough-ca.gov.uk) at least five working days before the decision is due to be made. A definition of exempt and confidential information is set out at the end of this document.

### **NOTICE OF DECISIONS**

Notice of the Combined Authority Board's decisions and Executive Committee decisions will be published online within three days of a public meeting taking place.

### **STANDARD ITEMS TO COMMITTEES**

The following reports are standing items and will be considered by at each meeting of the relevant committee. The most recently published Forward Plan will also be included on the agenda for each Executive Committee meeting:

#### Housing and Communities Committee

1. £100m Affordable Housing Programme Update
2. £70m Cambridge City Council Affordable Housing Programme: Update
3. £100k Homes and Community Land Trusts Update

#### Skills Committee

1. Budget and Performance Report
2. Employment and Skills Board Update

#### Transport and Infrastructure Committee

1. Budget Monitor Update
2. Performance Report



DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)	
<b>Transport and Infrastructure Committee</b>									
1.	Local Transport Plan	Transport and Infrastructure Committee	9 January 2020	Decision	To consider the draft Local Transport Plan and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
2.	Coldhams Lane Roundabout	Transport and Infrastructure Committee	9 January 2020	Key Decision 2019/063	To seek approval for the release of allocated funding for the detailed design and construction of Coldhams Lane Roundabout improvements.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
3.	Air Quality Management Areas	Transport and Infrastructure Committee	9 January 2020	Decision	To set out the implications of the statutory Air Quality Management regime for the Combined Authority's transport activities	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
4.	Cambridge Autonomous Metro (CAM) Core Outline Business Case – Public Consultation	Transport and Infrastructure Committee	9 January 2020	Decision	To recommend that the Combined Authority Board approve an initial non-statutory public consultation on the CAM Programme Outline Business Case for the core Cambridge city centre tunnelled sections.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
5.	Cambridge Autonomous Metro (CAM) – Regional Extensions	Transport and Infrastructure Committee	9 January 2020	Decision	To request permission to begin work earlier than planned on developing a brief and tender documents for the Regional Extensions of the CAM with the intention of producing a Strategic Outline Business Case for the Alconbury Regional Extension in particular. Additional funding is required to progress this.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
6.	Transport Levy and Transport Delegations	Transport and Infrastructure Committee	9 January 2020	Decision	To consider the 2020-21 Transport Levy and Transport Delegations and make recommendations to the Combined Authority Board.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
7.	Huntingdonshire Transport Strategic Study	Transport and Infrastructure Committee	9 January 2020	Decision	To strategically review the relationship of a number of transport studies in the Huntingdon area and their potential recommendations in relation to solutions for future movement of people and services via road, rail and public transport.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
<b>Housing and Communities Committee</b>									
8.	Election of Chair for the meeting	Housing and Communities Committee	13 January 2020	Decision	To elect a chairperson for the duration of the meeting.	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
9.	£100m Affordable Housing Programme Scheme Approvals – January 2020  [May include exempt appendices]	Housing and Communities Committee	13 January 2020	Key Decision 2020/001	To consider and approve allocations to new schemes within the £100m Affordable House Programme	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
10.	Housing and Communities Committee Terms of Reference – Update	Housing and Communities Committee	13 January 2020	Decision	To receive an update on the Committee Terms of Reference as requested at the previous meeting.	Relevant internal and external stakeholders	Dermot Pearson Interim Monitoring Officer	Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>Skills Committee</b>									
11.	University of Peterborough – Future Funding Strategies for further phases of the University of Peterborough	Skills Committee	17 January 2020	Decision	To recommend the development of future funding strategies for further phases of the University of Peterborough to the Combined Authority Board for approval.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
12.	University of Peterborough Outline Business Case	Skills Committee	17 January 2020	Decision	To recommend the Outline Business Case for the new University of Peterborough to the Combined Authority Board for approval.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
13.	Careers Progression and Work Readiness (Hampton Academies Trust pilot) – Update Paper	Skills Committee	17 January 2020	Decision	To receive an update on the Careers Progression and Work Readiness (Hampton Academies Trust pilot)	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
14.	Contract Extension for the Skills Brokerage Contract	Skills Committee	17 January 2020	Decision	To seek approval for an extension of the Skills Brokerage Contract from March to July 2020. This will support the continuation of the Brokerage Service to schools and businesses, while the CPCA await the decision on funding being approved via European Social Fund (ESF).	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
15.	Business Support Services Promotional Campaign	Skills Committee	17 January 2020	Decision	To approve the planned activities within 2020/2021 Business Support Services Promotional Campaign.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>Combined Authority Board Governance and Finance Items</b>									
16.	Minutes of the meeting on 18 December 2019	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To agree the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
17.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
18.	Membership of the Combined Authority Board and Appointment of the Lead Member for Housing and Chair of the Housing and Communities Committee	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To note changes to the membership of the Combined Authority Board and to appoint the Lead Member for Housing and Chair of the Housing and Communities Committee.	Relevant internal and external stakeholders	Dermot Pearson Interim Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
19.	Appointment of Monitoring Officer	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To appoint the Monitoring Officer.	Relevant internal and external stakeholders	Dermot Pearson Interim Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
20.	Revenue and Capital Budgets for 2020/21 and the Medium Term Financial Plan for 2020-2024	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/009	To recommend the revenue and capital budgets for 2020/21 and the Medium Term Financial Plan for 2020-2024 for approval.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Councillor Steve Count Lead Member for Finance	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
21.	Mayor's Budget 2020/21	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/010	To recommend the 2020/21 Mayor's budget for approval.	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
22.	Combined Authority Business Plan 2020/21	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To secure Board agreement to the 2020/21 Combined Authority business plan.	Relevant internal and external stakeholders	Paul Raynes, Director of Strategy and Assurance	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
23.	Transport Levy and Transport Delegations	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/019	To agree the 2020/21 Transport Levy and Delegations for the forthcoming year.	Relevant internal and external stakeholders	Paul Raynes, Director of Strategy and Assurance	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
24.	Risk Management Strategy	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To consider the adoption of a revised Risk Management Strategy.	Audit and Governance Committee	Dermot Pearson Interim Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
25.	Data Protection Policy	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To consider the adoption of a revised Data Protection Policy.	Audit and Governance Committee	Dermot Pearson Interim Monitoring Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.

DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
26.	Performance Monitoring Report	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To note performance reporting updates.	Relevant internal and external stakeholders	Paul Raynes, Director of Strategy and Assurance	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
<b>Combined Authority Board Decisions</b>									
27.	£100m Affordable Housing Programme (Non-Grant)	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/011	Requesting Board approval of a scheme that forms a part of and will require an investment from the £40m revolving fund.	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
28.	Community Land Trusts and £100k Homes Outline Business Case	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To update the board on the proposition for £100k Homes and Community Land Trusts	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
29.	Market Towns Programme - Approval of Masterplans for Fenland	Cambridgeshire and Peterborough Combined Authority Board	29 January 2019	Key Decision 2019/068	To approve Market Town Masterplans for Fenland (Wisbech, March, Chatteris and Whittlesey)	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
<b>BY RECOMMENDATION TO THE COMBINED AUTHORITY BOARD</b>									
<b>Recommendation/s from the Transport and Infrastructure Committee</b>									
30.	Local Transport Plan	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/008	To approve the Local Transport Plan.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
31.	Cambridge Autonomous Metro (CAM) Core Outline Business Case – Public Consultation	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To seek approval to undertake an initial non-statutory public consultation on the CAM Programme Outline Business Case for the core Cambridge city centre tunnelled sections.	Relevant internal and external stakeholders	Paul Raynes, Director of Delivery and Strategy	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

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<b>Recommendations from the Skills Committee</b>									
32.	University of Peterborough Outline Business Case	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/013	To approve the Outline Business Case for the new University of Peterborough.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
<b>Recommendation/s from the Business Board</b>									
33.	Business Board Membership Update	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Decision	To update the CA Board on Business Board membership, including member composition and representation.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Interim Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
34.	For approval as Accountable Body:  Local Growth Fund Project Proposals January 2020	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/005	To review and approve the recommendations from the Business Board for individual project funding.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Interim Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
35.	For approval as Accountable Body:  Local Growth Fund Programme Management: January 2020	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/020	To review the Local Growth Fund Budget and amend as necessary.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Interim Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
36.	Eastern Agri-Tech Growth Initiative funding review	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/016	To approve a reduction in the Local Growth Fund allocated to the Eastern Agri-Tech Growth Initiative scheme	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Interim Chair of the Business Board	It is not anticipated that there will be any documents other than the report and relevant

DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)	
							Councillor John Holdich Lead Member for Economic Growth	appendices to be published	
37.	Small Business Capital Grant scheme funding allocation	Cambridgeshire and Peterborough Combined Authority Board	29 January 2020	Key Decision 2020/017	To approve allocation from the recycled Local Growth Fund of £9m to the Small Business Capital Grant scheme.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Interim Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	Relevant internal and external stakeholders
<b>Combined Authority Board Governance and Finance Items</b>									
38.	Minutes of the meeting on 29 January 2020	Cambridgeshire and Peterborough Combined Authority Board	26 February 2020 <i>[Reserve meeting date]</i>	Decision	To agree the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
39.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	26 February 2020 <i>[Reserve meeting date]</i>	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
40.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	26 February 2020 <i>[Reserve meeting date]</i>	Decision	To provide an update on the revenue and capital budgets for the year to date	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Councillor Steve Count Lead Member for Finance	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>Housing and Communities Committee</b>									
41.	£100m Affordable Housing Programme Scheme Approvals – March 2020  [May include exempt appendices]	Housing and Communities Committee	9 March 2019	Key Decision 2020/003	To consider and approve allocations to new schemes within the £100m Affordable House Programme  Page 23 of 394	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Lead Member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

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<b>Skills Committee</b>									
42.	Adult Education Budget Allocations for Academic Year 2020/21	Skills Committee	9 March 2019	Key Decision 2020/007	To outline and recommend approval of Grant and Procured Funding to Providers operating within the CPCA area for the provision of Adult Education Budget for academic year 2020/21.	Relevant internal and external stakeholders	John T Hill, Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
43.	University of Peterborough – Full Business Case	Skills Committee	9 March 2020	Decision	To recommend the full business case for the new University of Peterborough to the Combined Authority Board for approval.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
44.	Adult Education Budget - Data to Payments System Business Case	Skills Committee	9 March 2020	Decision	To propose options for a data to payment system for the Adult Education Budget and a recommendation to provide a system in the future.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
45.	Adult Education Budget Commissioning Strategy 2020/21 and Redistribution System	Skills Committee	9 March 2020	Key Decision 2019/055	To consider proposals for the Adult Education Budget Commissioning Strategy 2020/21 and Redistribution System.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Councillor John Holdich Lead Member for Skills	
<b>Combined Authority Board Governance and Finance Items</b>									
46.	Minutes of the meeting on 26 February 2020	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Decision	To agree the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
47.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.



DECISION REQUIRED		DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)
48.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Decision	To provide an update on the revenue and capital budgets for the year to date	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Councillor Steve Count Lead Member for Finance	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
49.	Performance Monitoring Report	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Decision	To note performance reporting updates.	Relevant internal and external stakeholders	Paul Raynes, Director of Strategy and Assurance	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
<b>Combined Authority Decisions</b>									
50.	£100m Affordable Housing Programme (Non-Grant)	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Key Decision 2020/012	Requesting Board approval of a scheme that forms a part of and will require an investment from the £40m revolving fund.	Relevant internal and external stakeholders	Roger Thompson Director of Housing and Development	Lead member for Housing	It is not anticipated that there will be any documents other than the report and relevant appendices.
51.	Market Towns Programme – Approval of Masterplans for Huntingdonshire	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Key Decision 2020/015	To approve Market Town Masterplans for Huntingdonshire (Huntingdon, St Ives and Ramsey)	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
<b>BY RECOMMENDATION TO THE COMBINED AUTHORITY BOARD</b>									
<b>Recommendation/s from the Business Board</b>									
52.	For approval as Accountable Body:  Local Growth Fund Project Proposals March 2020	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Key Decision 2020/006	To review and approve the recommendations from the Business Board for individual project funding.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Interim Chair of the Business Board  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
53.	For approval as Accountable Body:  Local Growth Fund Programme Management: March 2020	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Key Decision 2020/021	To review the Local Growth Fund Budget and amend as required.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills	Austen Adams, Interim Chair of the Business Board  Councillor John Holdich	It is not anticipated that there will be any documents other than the report and relevant appendices to be published

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							Lead Member for Economic Growth	
54.	Local Enterprise Partnership Partnering Strategy	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Decision	To approve the Local Enterprise Partnership Partnering Strategy	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
55.	Strategic Partnership Agreements: March 2020	Cambridgeshire and Peterborough Combined Authority Board	25 March 2020	Decision	To recommend Memorandums of Understanding with the remaining seven neighbouring Local Enterprise Partnerships.	Relevant internal and external stakeholders	John T Hill, Director of Business & Skills  Councillor John Holdich Lead Member for Economic Growth	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
<b>Recommendations from the Skills Committee</b>								
56.	University of Peterborough – Full Business Case	Skills Committee	25 March 2020	Key Decision 2020/014	To approve the full business case for the new University of Peterborough to the Combined Authority Board for approval.	Relevant internal and external stakeholders	John T Hill Director of Business and Skills  Councillor John Holdich Lead Member for Skills	It is not anticipated that there will be any documents other than the report and relevant appendices to be published
<b>Housing and Communities Committee</b>								
57.	£100m Affordable Housing Programme Scheme Approvals – April 2020  [May include exempt appendices]	Housing and Communities Committee	27 April 2020	Key Decision 2020/004	To consider and approve allocations to new schemes within the £100m Affordable House Programme	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Lead Member for Housing  It is not anticipated that there will be any documents other than the report and relevant appendices to be published
58.	Housing Market Assessment Update	Housing and Communities Committee	27 April 2020	Non-Key	To receive an update on the study into the Housing Needs of Specific Groups commissioned by the local authorities	Relevant internal and external stakeholders	Roger Thompson, Director of Housing and Development	Lead Member for Housing  It is not anticipated that there will be any documents other than the report and relevant

DECISION REQUIRED	DECISION MAKER	DATE DECISION EXPECTED	KEY DECISION OR DECISION	PURPOSE OF REPORT	CONSULTATION	CONTACT DETAILS/ REPORT AUTHOR	LEAD MEMBER	DOCUMENTS RELEVANT TO THE DECISION SUBMITTED TO THE DECISION MAKER (INCLUDING EXEMPT APPENDICES)	
								appendices to be published	
<b>Combined Authority Board Governance and Finance Items</b>									
59.	Minutes of the meeting on 25 March 2020	Cambridgeshire and Peterborough Combined Authority Board	29 April 2020 <i>[Reserve meeting date]</i>	Decision	To agree the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
60.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	29 April 2020 <i>[Reserve meeting date]</i>	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
61.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	29 April 2020 <i>[Reserve meeting date]</i>	Decision	To provide an update on the revenue and capital budgets for the year to date	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Councillor Steve Count Lead Member for Finance	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>Combined Authority Board Annual Meeting Governance Items</b>									
62.	Minutes of the meeting on 29 April 2020	Cambridgeshire and Peterborough Combined Authority Board	3 June 2020	Decision	To agree the minutes of the previous meeting.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
63.	Forward Plan	Cambridgeshire and Peterborough Combined Authority Board	3 June 2020	Decision	To approve the latest version of the forward plan.	Relevant internal and external stakeholders	Richenda Greenhill, Democratic Services Officer	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.
64.	Budget Monitor Update	Cambridgeshire and Peterborough Combined Authority Board	3 June 2020	Decision	To provide an update on the revenue and capital budgets for the year to date	Relevant internal and external stakeholders	Jon Alsop Section 73 Chief Finance Officer	Councillor Steve Count Lead Member for Finance	It is not anticipated that there will be any documents other than the report and relevant appendices to be published.
<b>Combined Authority Decisions</b>									
65.	Market Towns Programme – Approval of Masterplans for East Cambridgeshire	Cambridgeshire and Peterborough Combined Authority Board	3 June 2020	Key Decision 2020/018	To approve Market Town Masterplans for East Cambridgeshire (Littleport, Ely and Soham)	Relevant internal and external stakeholders	John T Hill Director of Business and Skills	Mayor James Palmer	It is not anticipated that there will be any documents other than the report and relevant appendices.

**SUBMIT YOUR COMMENTS OR QUERIES TO  
CAMBRIDGESHIRE AND PETERBOROUGH COMBINED  
AUTHORITY**

Please send your comments or queries to Dermot Pearson, Interim Monitoring Officer at [Demot.Pearson@cambridgeshirepeterborough-ca.gov.uk](mailto:Demot.Pearson@cambridgeshirepeterborough-ca.gov.uk)

Your comment or query:

How can we contact you with a response?  
(please include a telephone number, postal and/or e-mail address)

Name .....

Address .....

.....

Tel: .....

Email: .....

Who would you like to respond?

<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.1</b>
<b>9 JANUARY 2019</b>	<b>PUBLIC REPORT</b>

## **BUDGET AND PERFORMANCE UPDATE**

### **1.0 PURPOSE**

- 1.1. This report provides the regular Budget and Performance reporting to the Transport and Infrastructure Committee, as agreed by the Committee at its meeting on 7 November 2019.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref:</b>	<b>Key Decision: No</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <p>(a) Note the January budget and performance monitoring update</p>	<p><b>Voting arrangements</b></p> <p>N/A</p>

### **2.0 BACKGROUND**

- 2.1. Budget and performance reporting should be seen in the round. This report provides the first of the new format of reporting to Transport & Infrastructure Committee meetings.
- 2.2. At its September 2019 meeting, the Combined Authority Board approved a refreshed Medium-Term Financial Plan (MTFP), including balanced revenue and capital budgets for 2019/20. This report shows the actual expenditure to date and forecast outturn position against those budgets.

### 3.0 BUDGET

#### Revenue Budget

3.1. The revenue position for Transport for the eight-month period to 30<sup>th</sup> November 2019 is set out in the table below.

	<u>19-20 Budget</u> <u>(Aug)</u>	<u>Actuals to 30</u> <u>November</u> <u>2019</u>	<u>Forecast</u> <u>Outturn (Aug)</u>	<u>Forecast</u> <u>Outturn</u> <u>(Nov)</u>	<u>Forecast</u> <u>Outturn</u> <u>Variance</u>	Para.
	£'000	£'000	£'000	£'000	£'000	
<b>Transport</b>						
CAM	1,907	808	1,907	1,907	0	
A14 Revenue Feasibility	150	0	150	0	-150	3.5
Huntingdon 3rd River Crossing	300	9	300	50	-250	3.6
Bus Review Implementation	800	150	800	800	0	
Cambridge South - Interim Concept	100	97	100	100	0	
Transport Levy PCC	3,631	2,421	3,631	3,631	0	
Transport Levy CCC	8,738	5,825	8,738	8,738	0	
Local Transport Plan	377	320	377	377	0	
Sustainable Travel	150	99	150	150	0	
Schemes, Studies and Monitoring	100	100	100	100	0	
<b>Total Transport</b>	<b>16,253</b>	<b>9,827</b>	<b>16,253</b>	<b>15,853</b>	<b>-400</b>	

3.2. There has been no change to the budget in this financial year since the last report was published.

3.3. The actual figures are based on payments made and accrued expenditure where known. The year to date costs may therefore be understated due to the delay between goods and services being provided by suppliers, and invoices being raised and paid.

3.4. The actual expenditure to date reflects the expected cost profile of the transport programme throughout the year. A higher run-rate of spend can be expected in the second half of projects which have been mobilised over the summer such as the Cambridgeshire Autonomous Metro (CAM) and the Strategic Bus Review.

3.5. The A14 Revenue Feasibility was to understand and review Junction 35-38 of the A14 East of Cambridge. However, the project is currently on hold and therefore the forecast has been reduced to Nil in the current financial year.

3.6. The Huntingdon 3<sup>rd</sup> River forecast has been reduced because consideration of the strategic transport need in the Huntingdon area is now being undertaken through a rescoping of the A141 Huntingdon Capacity Study, as described in the paper for agenda item 2.7.

## Capital Budget

3.7. The capital position for Transport for the eight-month period to 30<sup>th</sup> November 2019, is set out in the table below.

<u>Capital</u>	<u>19-20 Budget (Aug)</u>	<u>Actuals to 30 November 2019</u>	<u>Forecast Outturn (Aug)</u>	<u>Forecast Outturn (Nov)</u>	<u>Forecast Outturn Variance</u>	
	£m	£m	£m	£m	£m	
Kings Dyke CPCA Contribution	2.50	0.35	2.50	0.46	(2.05)	Para. 3.8a
Cambridge South Station	0.75	0.18	0.75	0.75	0.00	
A10 SOBC Capital	0.25	0.02	0.25	0.15	(0.10)	
Soham Station	0.95	0.27	0.95	0.95	0.00	
St Neots River Crossing Cycle Bridge	0.60	0.00	0.60	0.45	(0.15)	
Wisbech Rail	1.48	0.76	1.48	1.48	0.00	
Wisbech Access Strategy	0.30	0.30	0.30	0.30	0.00	
Digital Connectivity Infrastructure	0.84	0.31	0.84	0.84	0.00	
A47 Dualling	0.41	0.11	0.41	0.41	0.00	
Ely Rail Capacity next stage	1.00	0.00	1.00	0.00	(1.00)	3.8b
Coldhams Lane roundabout improvements	0.53	0.07	0.13	0.13	(0.40)	
Eastern Industries Access - Phase 1	0.43	0.01	0.43	0.15	(0.28)	
University Access	0.10	0.02	0.10	0.03	(0.07)	
March junction improvements	1.08	0.28	1.08	0.50	(0.58)	
Regeneration of Fenland Railway Stations	0.39	0.00	0.39	0.39	0.00	
Regeneration of Fenland Railway Stations - Non Platforms	0.61	0.11	0.61	0.61	0.00	
A1260 Nene Parkway Junction 15	0.36	0.00	0.10	0.10	(0.26)	
A1260 Nene Parkway Junction 32-3	0.32	0.05	0.20	0.19	(0.14)	
A141 Capacity enhancements	1.27	0.11	1.27	0.50	(0.77)	
A16 Norwood Dualling	0.05	0.00	0.05	0.13	0.08	
A505 Corridor	1.00	0.06	0.20	0.17	(0.83)	
A605 Oundle Rd Widening - Alwalton-Lynch Wood	0.51	0.04	0.51	0.40	(0.11)	
<b>Capital Total</b>	<b>14.89</b>	<b>2.73</b>	<b>13.31</b>	<b>8.24</b>	<b>(6.65)</b>	
<b>Passported</b>						
Highways Maintenance Capital Grants	23.08	15.69	23.54	23.54	0.46	
A47 J18 improvements	3.85	1.94	3.85	3.00	(0.85)	
A605 Stanground East (whittlesea Access)	2.80	0.14	2.80	0.36	(2.44)	3.8c
<b>Passported Total</b>	<b>29.73</b>	<b>17.78</b>	<b>30.19</b>	<b>26.90</b>	<b>(2.83)</b>	
<b>Growth Funds</b>						
King's Dyke Crossing (Growth Fund)	0.78	0.00	0.78	0.45	(0.33)	
A428 Cambourne to Cambridge	0.00	0.00	0.00	0.00	0.00	
Ely Area Capacity Enhancements	2.32	1.05	1.00	1.50	(0.82)	3.8b
Wisbech Access Strategy - Delivery Phase	1.00	0.43	1.00	1.00	0.00	
Soham Station Feasibility	1.00	1.00	1.00	1.00	0.00	
Lancaster Way Phase 2	0.15	0.00	0.15	0.15	0.00	
<b>Growth Funds Total</b>	<b>5.28</b>	<b>2.48</b>	<b>3.96</b>	<b>4.13</b>	<b>(1.15)</b>	

3.8. Many of the capital programmes show limited spend to date. These apparent underspends are due mainly to suppliers not yet having charged for services provided, or where commissioned activities are work in progress. The most significant variances of forecast outturn against the revised 2019/20 budget are as follows:

- The Kings Dyke variance is as result of the ongoing procurement with CCC which will deliver an outcome in Q1 of 2020.
- The Ely Area Capacity Enhancements forecast is based on Network Rail advising that expenditure will continue into 2020/21 and will be subject to a carry forward request at year-end.
- The A605 Stanground East variance is due to statutory undertaker challenges in relation to a main gas supply. This has now been resolved and delivery remains within budget and programme.

## **4.0 PERFORMANCE REPORTING**

- 4.1. The Cambridgeshire and Peterborough Devolution Deal is about delivering better economic outcomes for the people of our area and commits us to specific results. The Combined Authority needs to monitor how well it is doing that.
- 4.2. Appendix 1 shows the current Performance Dashboard, with the RAG status tailored for Transport projects.
- 4.3. Also provided with appendix 1 is an update on the delivery against the following growth outcomes at the heart of the Devolution Deal, of which outcomes are embodied in the business cases which the Board and Committees consider:
  - Prosperity (measured by Gross Value Added (GVA))
  - Housing
  - Jobs
- 4.4. These metrics will be updated to align with the Board updates
- 4.5. Appendix 2 presents a proposed set of indicators relating to Transport projects, to supplement the corporate headline reporting on GVA, Housing and Jobs.

## **5.0 FINANCIAL IMPLICATIONS**

- 5.1. There are no other financial implications other than those included in the main body of the report.

## **6.0 LEGAL IMPLICATIONS**

- 6.1. The Combined Authority is required to prepare a balanced budget in accordance with statutory requirements.

## **7.0 SIGNIFICANT IMPLICATIONS**

- 7.1. There are no other significant implications.

## **8.0 APPENDICES**

- 8.1. Appendix 1 – Performance Dashboard
- 8.2. Appendix 2 – Transport specific indicators



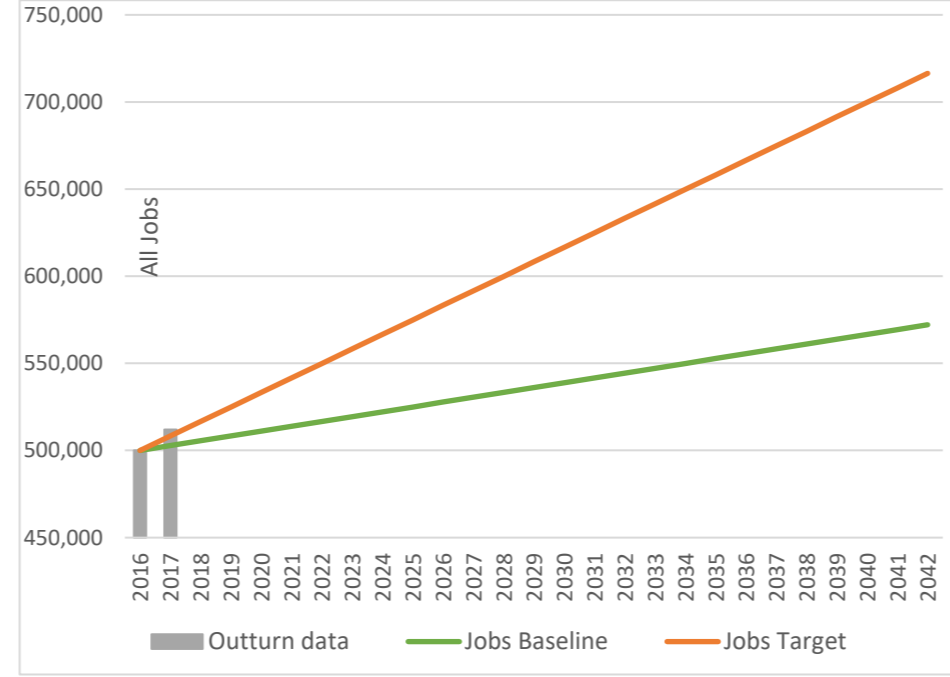
TRANSPORT AND INFRASTRUCTURE COMMITTEE

PERFORMANCE DASHBOARD  
Combined Authority Devolution Deal Trajectory

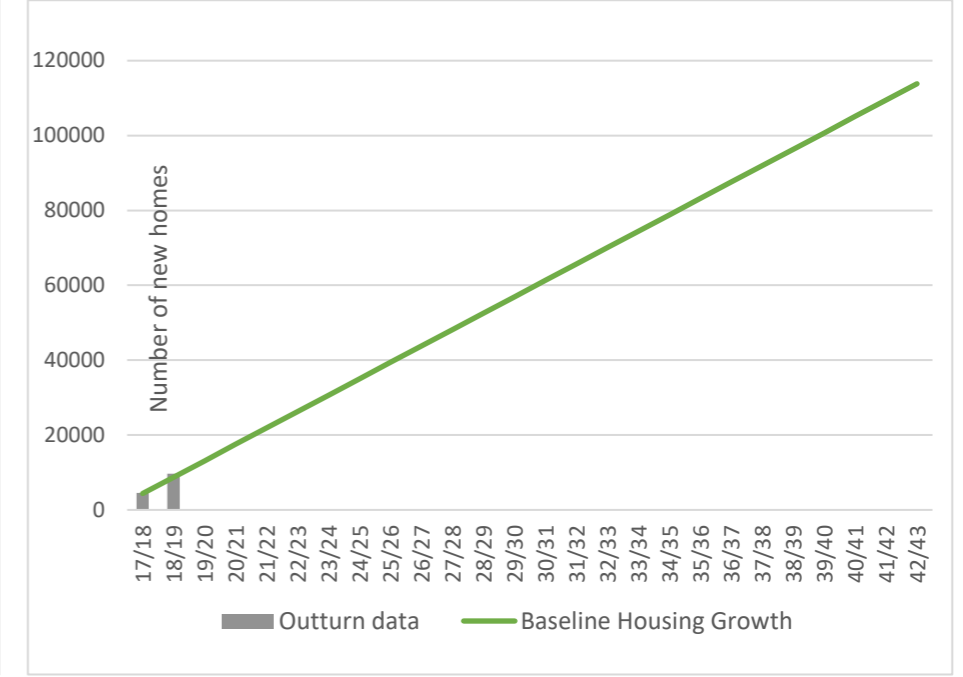
GVA TRAJECTORY V BASELINE



JOBS TRAJECTORY V BASELINE



HOUSING PERFORMANCE (\*cumulative figures)

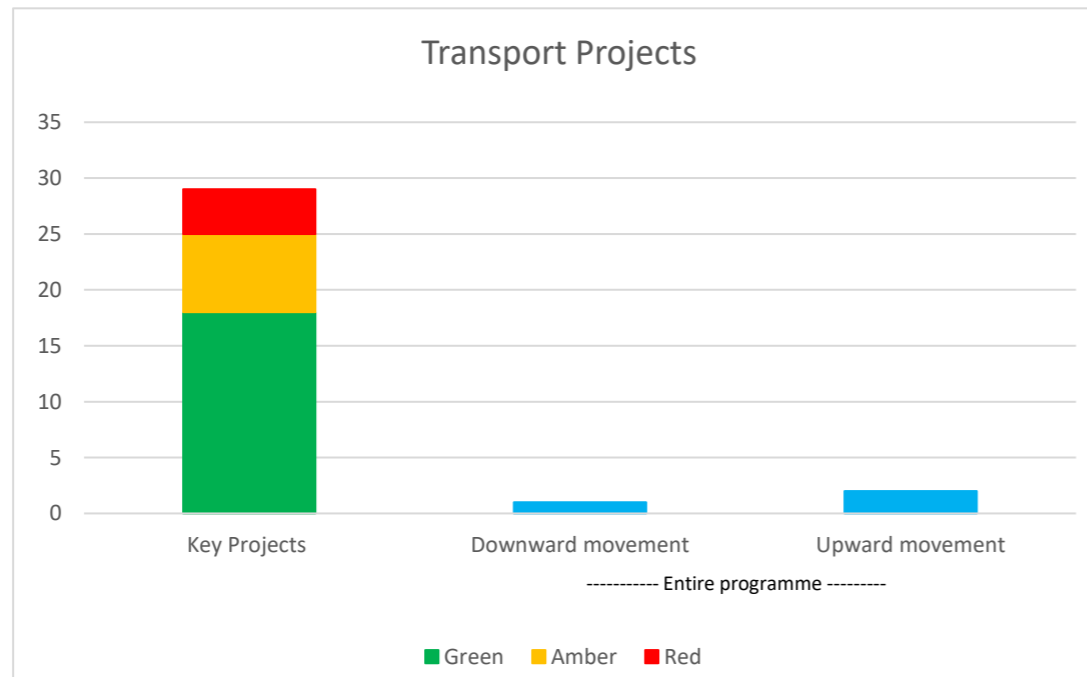


Trajectory: CPIER/Devolution Deal doubling GVA and housing/jobs implications

Baseline: Current trend without Devolution Deal interventions

Outturn data: Source – GVA and Job: Office of National Statistics (ONS); Housing: Council Annual Monitoring Reports/CambridgeshireInsights.

Combined Authority Project Profile:



Transport Key projects	
Name of project	RAG status
A10	Green
A47 Dualling	Green
Bus Reform Task Force	Green
Cambridge South Station (interim)	Green
Soham Station	Green
Wisbech Rail	Green
CAM	Amber
Regeneration of Fenland Stations	Amber
Kings Dyke	Red

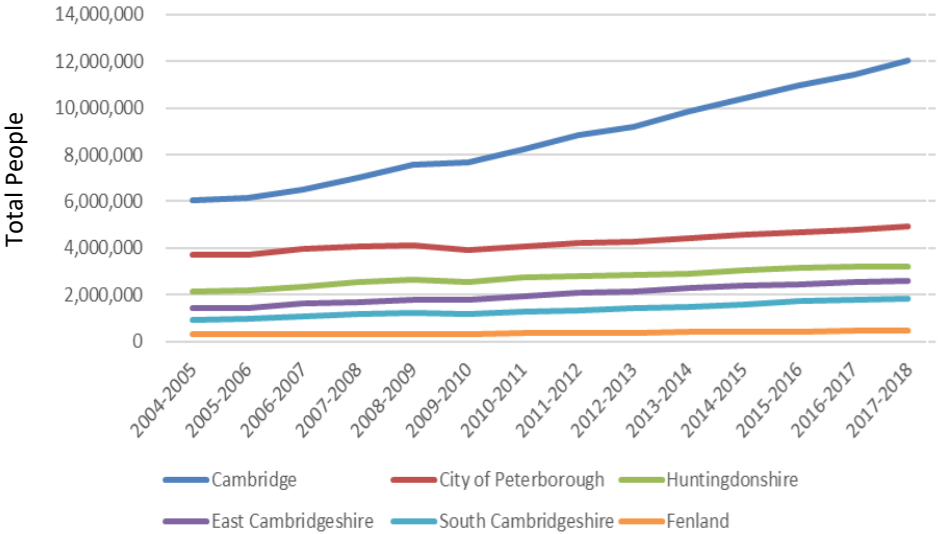
Data as of end of November 2019



Sources:  
 CambridgeshireInsight (2018)  
 Net Zero Cambridgeshire (2019)  
 Cambridgeshire City Council Traffic Monitoring Report (2018)  
 Department for Transport (2019)

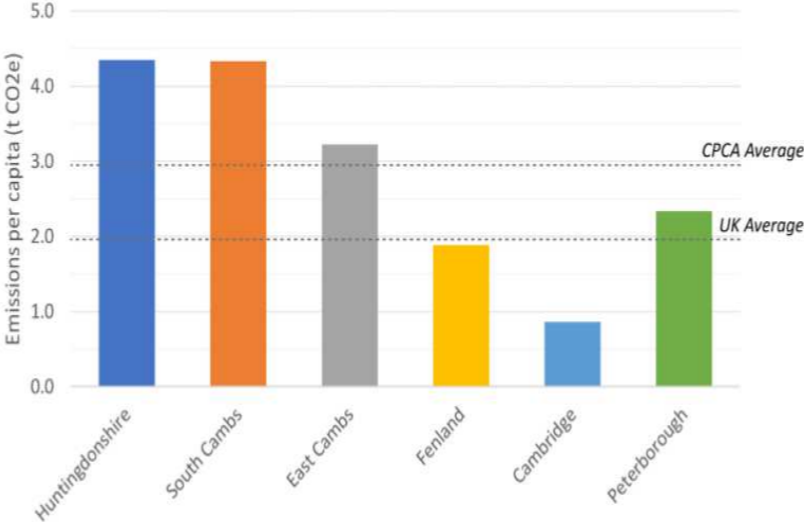
**TRANSPORT AND INFRASTRUCTURE COMMITTEE**  
**PERFORMANCE DASHBOARD**  
 Combined Authority Transport metric reporting

Entries and Exits across all train stations by District



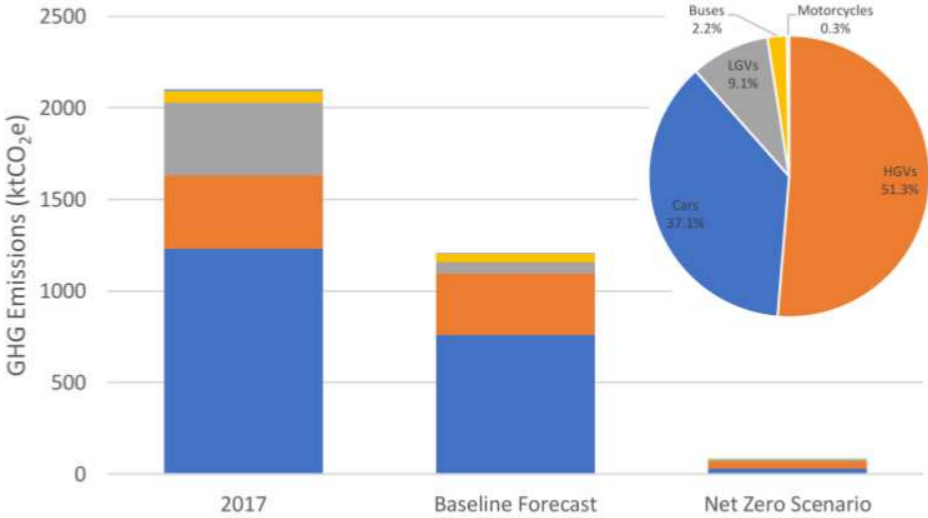
**165,000** growth in station usage from 2015/16 to 2017/18

Total transport emissions (2017) per capita



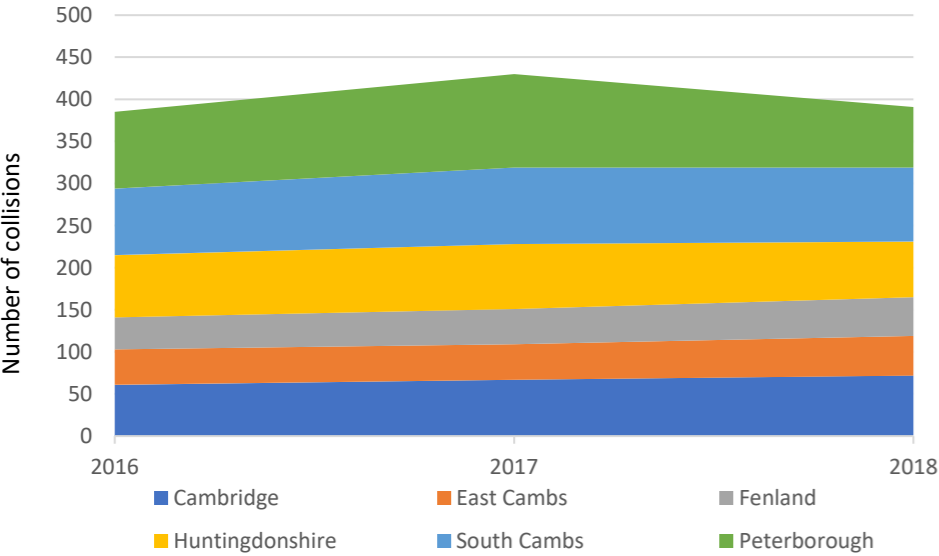
**50%** above the national average for transport emissions

Total Green House Gas emissions for road transport (Cambridgeshire and Peterborough)



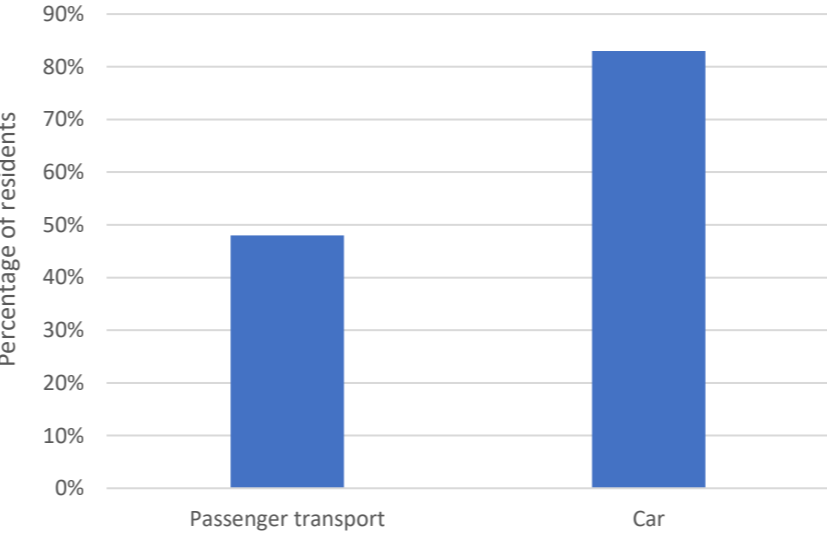
\*Emissions in 2050 for the baseline projection and emissions in 2050 for the net zero scenario  
**97%** of transport emissions from road traffic; the major contribution from traffic on A-roads

Total serious and fatal (KSI) road collisions by District



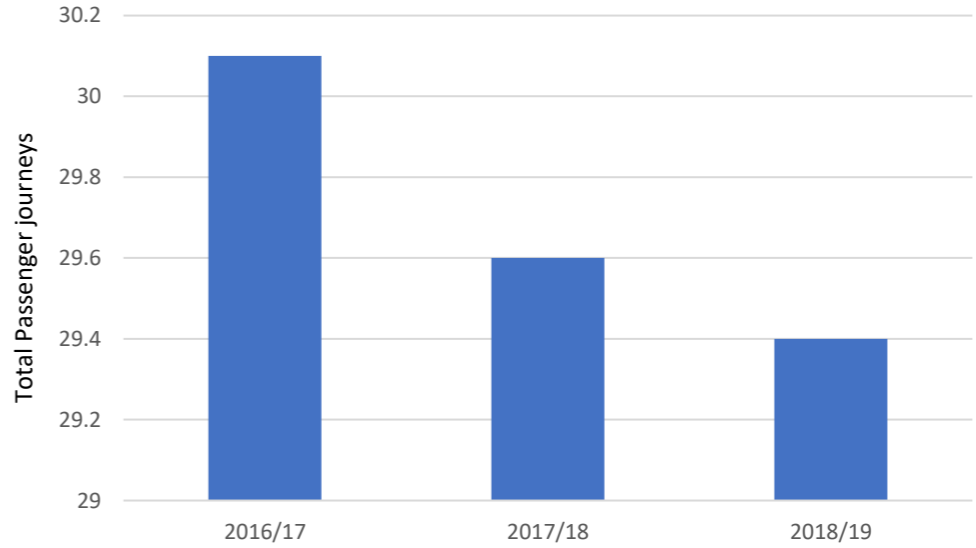
**9%** reduction in serious and fatal road collisions from 2017 to 2018

Within 30 mins travel of major employment centres (2016)



**83%** of residents within 30 mins of a major employment centre by car

Passenger journeys on local bus services (Cambridgeshire and Peterborough)



**3%** decrease in bus usage from 2016/17 to 2018/19





<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.2</b>
<b>09 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

## LOCAL TRANSPORT PLAN

### 1.0 PURPOSE

1.1. The purpose of this report is to summarise the key points in the Combined Authority's Local Transport Plan (LTP) and highlight the changes made to the document following the public consultation in Summer 2019. The Committee is asked to recommend to the Board to approve the final LTP.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor of the CPCA</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery &amp; Strategy</b>
<b>Forward Plan Ref: Insert ref no on FP</b>	<b>Key Decision: Yes</b>
The Transport and Infrastructure Committee is recommended to:  (a) Note the Public Consultation Report and Final Local Transport Plan  (b) Recommend the approval of the Local Transport Plan to the CPCA Board.	<b>Voting arrangements</b>  A simple majority of all members

## 2.0 BACKGROUND

- 2.1 Following devolution, the Mayor and the Cambridgeshire and Peterborough Combined Authority (the Authority) assumed specific transport functions under the Cambridgeshire and Peterborough Combined Authority Order 2017. The Authority is the Local Transport Authority with strategic transport powers for the area.
- 2.2 At the Authority's Board meeting on the 28th June 2017, the Board agreed to adopt the previous LTPs of Cambridgeshire County Council and Peterborough City Council into a single interim LTP, until a comprehensive statutory process had been undertaken.
- 2.3 In July 2017, the Board approved the commission of a new LTP to fulfil its duty and address the new geographical reality. This LTP has four functions:
- To support the growth within the current Local Plans and the Local Plans currently being updated including South Cambs and City, Huntingdonshire and Fenland;
  - To provide a platform for the development of a transport system and policy framework that could support the level of growth identified in the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and Growth Ambition Statement;
  - To provide the policy foundation for the CPCA transport projects identified within the 2019/20 CPCA Business Plan; and
  - To provide the policy foundation for development of the Non-Statutory Spatial Framework Phase 2.
- 2.4 In October 2018, the Board approved the scope of the LTP and its accompanying stakeholder engagement framework and strategy.
- 2.5 The revised LTP has been 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 has taken 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.
- 2.6 In May 2019 the Board approved the draft LTP. This was followed by a 15-week public consultation period starting on 17<sup>th</sup> June 2019. The statutory public consultation ran for 15 weeks and enabled the Authority to better understand the views of residents and other key stakeholders on the overarching strategic vision, aims and objectives as well as the detail within the LTP.

### 3.0 STATUTORY REQUIREMENTS

3.1. As the Transport Authority, the CPCA is required to:

- Produce a LTP;
- Develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services within their area, and carry out their functions to implement those policies;
- Consult with private organisations that represent the interests of transport users, operators and any other person whom the Local Transport Authority considers appropriate;
- Ensure a Strategic Environmental Assessment (SEA) be undertaken. Local Transport Authorities should ensure that the SEA is an integral part of developing and ultimately delivering the LTP. DfT recommends that Local Authorities take their own legal advice to ensure they are complying with the requirements of the SEA in respect to the LTP strategy and implementation plans;
- Consider if the LTP is likely to have a significant effect on a European site. If a significant effect is likely, the LTP must be subject to an appropriate assessment. If this is the case, then statutory environmental bodies should be consulted; and
- Produce an Equality Impact Assessment. In the case of this LTP, a Community Impact Assessment has been used as an assessment tool to measure potential impacts across several different areas. The CIA covers the impacts on equality, health and communities. This is a continuous process and helps policy makers to examine any potential need for intervention. The process has centred on the delivery of two key documents – a Health Impact Assessment (HIA) and an Equalities Impact Assessment (EqIA).

3.2. The Combined Authority received a letter from a Parish Council after the close of the consultation raising questions about the process of preparing the LTP. Officers have undertaken a thorough review of the LTP and its supporting documents, including seeking legal advice, to ensure itself that the LTP has followed due process. This review has confirmed that the LTP did follow due process

The LTP will be subject to monitoring and review. The Board will decide on the need to review and update this LTP in the future. Paragraph 5.10 below discusses this further.

3.3. The LTP is a snapshot in time and therefore as strategies, policies and the overall direction of travel continues to evolve it is imperative that the Plan remains “live” and is therefore updated and revised in a timely manner to reflect the changing environment.

## 4.0 PUBLIC CONSULTATION

- 4.1 The Cambridgeshire and Peterborough LTP consultation ran for 15 weeks, between Monday 17<sup>th</sup> June and Friday 27<sup>th</sup> September 2019. The decision was taken to have a 15-week consultation rather than the 12-week statutory requirement as it was scheduled over the Summer months. It was designed to enable the Authority to better understand the views of residents and other key stakeholders on the overarching strategic vision, aims, objectives and the detail contained in the LTP.
- 4.2 During the consultation period, 24 consultation events were run throughout the Combined Authority area. These were typically half-day drop-in sessions where members of the public could come and read, discuss and question the content of the LTP. Alongside the consultation events, a survey was developed, which members of the public were encouraged to complete either online or using one of the hard copies handed out at events.
- 4.3 A total of 572 online surveys were completed, 213 emails received and around 650 people submitted a response at the consultation events. All responses were reviewed and used, where appropriate, to further iterate the LTP.
- 4.4 The Authority has undertaken an assessment of the public consultation undertaken during the development of the LTP. This review found that the public consultation met the statutory requirements for a strategic document of this type.
- 4.5 The Consultation Report is attached at Appendix A.
- 4.6 Amendments made to the LTP as a result of the consultation include:
- Clarification of the spatial planning context provided by existing Local Plan, and an update on the status of the Non-Statutory Spatial Framework Phase 2.
  - Adoption of net zero carbon by 2050 and clearer articulation of how delivery of the Local Transport Plan will work toward this.
  - Commitment to material net gain for biodiversity, and referencing to local commitment to double the area of rich wildlife habitat and natural greenspaces under management.
  - Minor modifications based on feedback from Natural England and Historic England for wording of an objective to “preserve and enhance our built, natural and historic environment”; policies (e.g. reference to heritage assets and registered monuments); and commitments for assessment as part of further scheme development.
  - Further detail contained within the policy for air quality and how air quality will be improved.
  - Introduction of a noise policy.
  - Identification of how strategic transport infrastructure will support the spread of prosperity across the full region.



- Inclusion of a feasibility study into the possible extension of the Cambridgeshire Autonomous Metro project to Peterborough via Ramsey; and a stop in East Cambridgeshire.
- Clearer articulation of the work of the Bus Reform Task Force and the potential benefits of bus franchising, including for rural and market town bus provision.
- Insistence that the rail works as part of the Ely Area Capacity Enhancement must ensure highway access is maintained to and through Queen Adelaide.
- Clarification of the meaning and level of segregation of “Dutch-style, high quality” cycling infrastructure and clearer articulation of how infrastructure for non-motorised users will integrate with new major public transport or highway infrastructure.
- Greater consideration of all non-motorised users (e.g. pedestrians, cyclists, horse riders).
- The development of a Delivery Plan, with greater clarity of how schemes can come forward and be prioritised in line with the CPCA Assurance Framework.
- Commitment to review and identify a programme for development of ‘daughter documents’.
- Corresponding revisions to the SEA, HRA and CIA.

## 5.0 LTP SUMMARY

### 5.1. The Plan is split into three main 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 (separate annex). 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.

### 5.2. The LTP is also complemented by the following supporting documents:

- Evidence Base;
- Strategic Environmental Assessment (SEA);
- Habitats Regulation Assessment (HRA); and

- Community Impact Assessment (CIA) – that incorporate a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA).

Appendix 4 details integration of LTP with SEA, HRA & CIA

## Policy Alignment

- 5.3. The LTP was developed in parallel with a range of other documents to ensure it is fully aligned with the Authority suite of schemes, programmes and initiatives that support our wider environmental, social and economic objectives. It has built on the body of the Mayor's Interim Transport Strategy Statement; previous LTPs; the work of the Greater Cambridge Partnership; and Local Planning Authorities' Local Plans. The LTP strongly aligns with local, regional and national policies.
- 5.5 The scale of opportunity for sustainable growth and development was evidenced by the CPIER, and the Authority's response to this in the form of our Growth Ambition Statement.
- 5.6 The spatial context for the strategy is provided by the Strategic Spatial Framework (non-statutory) and current Local Plans. Phase 1 of the Strategic Spatial Framework (SSF) sets out how the Authority will support the implementation of development strategies in Local Plans to 2036, so that jobs and homes ambitions are met. However, in order to meet our growth ambition, a step-change in housing delivery is required.
- 5.7 The SSF identifies the opportunities for longer-term strategic planning between the Authority and Planning Authorities from 2036 to 2050 and these will be developed through ongoing stakeholder engagement. Further work on stage 2 of the NSSF is ongoing and will be informed by and iterate with the LTP.
- 5.8 A key contribution to the Authority's efforts in this area is the work of the Bus Reform Programme. The Programme was launched early in 2019 and has three main workstreams: to establish an integrated framework to assess subsidy requirements; to identify and implement tangible short-term improvements to bus services; and to develop and examine the business case for a number of alternative delivery options for bus services in Cambridgeshire and Peterborough.
- 5.9 In addition to implementing a public transport system that genuinely offers an alternative to the private car, the LTP describes a range of policies designed to reduce the environmental footprint associated with travelling to, from and around Cambridgeshire and Peterborough. They include targets to achieve net zero carbon by 2050 in line with national priorities, and to double the area of rich wildlife habitat and natural greenspaces under management by 2050. The LTP includes the adoption of biodiversity net gain principles that mandates that all new developments must leave the natural environment in a measurably better state than beforehand, and extensive measures to enhance air quality.
- 5.10 The Authority will continue to work closely with its partners in spatial planning and the delivery of transport priorities to identify the most appropriate time to refresh the LTP. A new wave of Local Plans and the development of the Spatial

Framework, alongside with the findings by the Commission on Climate Change will form the evidence base for making the case to update and modify the LTP. The Board will monitor these developments and it will be for the Board to decide on the need to review and update this LTP in the future.

## **Vision**

5.11 The vision sets the aspirations for Cambridgeshire and Peterborough's transport network, reflecting our ambition to provide:

- A world-class transport network – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors.
- Sustainable growth – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life, supports the transition to a net zero carbon economy and protects or enhances the environment.
- Opportunity for all – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.

## **Goals**

5.12 Our goals outline what wider outcomes the transport network in Cambridgeshire and Peterborough should achieve, and align with the guiding principles outlined in the Mayoral Interim Transport Strategy Statement and Growth Ambition Statement:

- Economy: Deliver economic growth and opportunity for all our communities;
- Society: Provide an accessible transport system to ensure everyone can thrive and be healthy; and
- Environment: Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon.

## **Objectives**

5.13 The objectives form the basis against which schemes, initiatives, and policies are assessed. They address the challenges and opportunities inherent in accommodating growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making. The objectives of the LTP are:

- a) Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues;
- b) Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity;
- c) Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports;
- d) Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability;

- e) Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries;
- f) Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all;
- g) Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles;
- h) Ensure transport initiatives improve air quality across the region;
- i) Deliver a transport network that protects and enhances our natural, historic and built environments; and
- j) Reduce emissions to net zero by 2050 to minimise the impact of transport and travel on climate change

## **Guiding principles**

5.14 The principles provide overarching guidance to ensure that the LTP fulfils the overriding imperative for sustainable economic growth, including decarbonising transport on our journey to net zero carbon emissions by 2050. The guiding principles are to:

- Support economic growth and distributing prosperity;
- Integrate spatial planning and reducing the need to travel;
- Provide attractive alternatives to driving – ‘mode shift’;
- Prepare for the future of mobility;
- Green our transport infrastructure;
- Support social mobility and access to opportunity for all; and
- Protect and increase biodiversity.

## **Implementing the strategy**

5.15 The accompanying Delivery Plan outlines how the LTP will be delivered. The Delivery Plan aligns with the Authority’s Assurance Framework and Monitoring and Evaluation Framework. It summarises:

- The roles and responsibilities for delivering transport infrastructure and services;
- Explains the governance arrangements to ensure that delivery of the LTP is coordinated and controlled;
- Outlines a high-level schedule for delivery of transport investment;
- Indicates the sources of funding available to pay for the investment programme; and
- Explains how the success of the LTP will be monitored and, in time, evaluated.

5.16 In addition, it describes the important checks, balances and reviews that are in place to ensure the best possible use of public and private funds and parallel steps enhance efficiency in delivery of improvements to transport networks.

## **6.0 FINANCIAL IMPLICATIONS**

- 6.1. All projects need to comply with the Cambridgeshire and Peterborough Combined Authority Assurance Framework.
- 6.2. The financial implications of this LTP are reflected in the Combined Authority's Medium Term Financial Plan and would follow that process.

## **7.0 LEGAL IMPLICATIONS**

- 7.1. 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.
- 7.2. 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).
- 7.3. Developing a LTP is a duty of the Combined Authority by way of section 9 of the Local Transport Act 2008.

## **8.0 SIGNIFICANT IMPLICATIONS**

- 8.1. The Cambridgeshire and Peterborough Combined Authority Local Transport Plan, sets out the focus and alignment with the Local Plans for Transport and Infrastructure matters across the Cambridgeshire and Peterborough region.
- 8.2. As set out in paragraphs 3.3 and 5.10, the LTP may in future be updated as other strategic documentation, such as the Non-Statutory Spatial Framework, Climate Commission outcomes evolves.

## **9.0 APPENDICES**

- 9.1. Appendix 1 – Local Transport Plan Consultation report
- 9.2. Appendix 2 – Local Transport Plan
- 9.3. Appendix 3 – Delivery Plan
- 9.4. Appendix 4 – Local Transport Plan and Strategic Environmental Assessment Integration

<u>Source Documents</u>	<u>Location</u>
<p>1: June 2018 Board Decision</p> <p>2: July 2017 Board Paper</p> <p>3: October 2018 Board Paper</p> <p>4: May 2019 Board Decision</p>	<ol style="list-style-type: none"> <li>1. <a href="https://cambridgeshirepeterborough.sharepoint.com/sites/CPCATeamSite/Shared%20Documents/Board%20Meetings/Final%20Agendas%20(published)/2017/2017_06_28_Minutes.pdf">https://cambridgeshirepeterborough.sharepoint.com/sites/CPCATeamSite/Shared%20Documents/Board%20Meetings/Final%20Agendas%20(published)/2017/2017_06_28_Minutes.pdf</a></li> <li>2. <a href="http://cambridgeshirepeterborough-ca.gov.uk/meetings/show/2017-07-26">http://cambridgeshirepeterborough-ca.gov.uk/meetings/show/2017-07-26</a></li> <li>3. <a href="http://cambridgeshirepeterboroughca.gov.uk/meetings/show/2018-10-31/meetings/show/2018-10-31">http://cambridgeshirepeterboroughca.gov.uk/meetings/show/2018-10-31/meetings/show/2018-10-31</a></li> <li>4. <a href="https://cambridgeshirepeterborough.sharepoint.com/:w:/r/sites/CPCATeamSite/_layouts/15/Doc.aspx?sourcedoc=%7B280CADFE-7C9A-477A-98BA-E4D174AF5529%7D&amp;file=190529%20CA%20Minutes%20REVISED.doc&amp;action=default&amp;mobiledirect=true">https://cambridgeshirepeterborough.sharepoint.com/:w:/r/sites/CPCATeamSite/_layouts/15/Doc.aspx?sourcedoc=%7B280CADFE-7C9A-477A-98BA-E4D174AF5529%7D&amp;file=190529%20CA%20Minutes%20REVISED.doc&amp;action=default&amp;mobiledirect=true</a></li> </ol>

# Cambridgeshire and Peterborough Local Transport Plan Consultation Report

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# Cambridgeshire and Peterborough Local Transport Plan Consultation Report

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- B Respondents to the public consultation**
- C Online survey questionnaire**
- D Codeframe**
- E Statutory consultee responses**

# 1 Introduction

## Background

- 1.1 In June 2019, the Cambridgeshire and Peterborough Combined Authority published its first draft Local Transport Plan. It replaced the Interim Local Transport Plan, which was published in June 2017 and was based upon the existing Local Transport Plans for Cambridgeshire (Local Transport Plan 3) and Peterborough (Local Transport Plan 4). The latest Plan describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. In doing so, it sets out the policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the region in a sustainable way.
- 1.2 Regular engagement with key stakeholders occurred throughout the development of the Local Transport Plan, including workshops and briefings with Local Authority members, Local Planning Authority officers, neighbouring Local Authorities, industry and tourism bodies and transport operators. A statutory public consultation on the draft Local Transport Plan ran for 15 weeks between Monday 17 June and Friday 27 September 2019. It was designed to enable the Combined Authority to understand the views of local residents and other key stakeholders on the detail of the Local Transport Plan.
- 1.3 This report details the feedback received during the public consultation and describes the modifications proposed to the Local Transport Plan as a result.

## How the consultation will be used to update the Local Transport Plan

- 1.4 Responses received to the public consultation have been reviewed and considered by the Combined Authority. There was a high degree of consensus in the comments received from both statutory and non-statutory stakeholders, including a desire for greater focus on environmental objectives; electrification of rail and provision of electric vehicle infrastructure; delivering high-quality walking and cycling networks; and recognising the access needs of multiple user groups. Chapter 5 details the modifications proposed to the Local Transport Plan following consultation feedback. More generally, this document serves as a record of all feedback received and as a reference point in future years, as and when the Local Transport Plan is updated.

## Structure of this report

- Chapter 1: Introduction – an overview
- Chapter 2: Approach – how we conducted the consultation, and how people and organisations chose to respond
- Chapter 3: Feedback received via the online survey and email/post – an overview of responses received via the online survey and sent directly to the Cambridgeshire and Peterborough Combined Authority by email/post from non-statutory consultees
- Chapter 4: Themes arising at public consultation events – a summary of the themes raised by members of the public attending our staffed consultation events
- Chapter 5: Feedback from statutory consultees – a summary of the key themes raised by statutory consultees in their official responses to the consultation, and the proposed modifications to the Local Transport Plan.
- Appendix A: a demographic profile of all respondents to the online consultation survey
- Appendix B: a list of public and private organisations that responded to the consultation via email/post
- Appendix C: a copy of the online survey questionnaire
- Appendix D: the codeframe for responses received via the online survey and email/post
- Appendix E: statutory consultee responses

## 2 Approach

### The consultation

- 2.1 The Cambridgeshire and Peterborough Local Transport Plan consultation ran for 15 weeks between Monday 17 June and Friday 27 September 2019. It was designed to enable the Combined Authority to understand the views of local residents and other key stakeholders on the detail of the Local Transport Plan.
- 2.2 During the consultation period, 24 consultation events were run throughout the Combined Authority area. These were typically half-day drop-in sessions where members of the public could come and read, discuss and question the content of the Local Transport Plan. Alongside the consultation events, a survey was developed, which members of the public were encouraged to complete either online or using one of the hard copies handed out at events. A copy of the survey questionnaire is provided in Appendix C. Respondents could also provide freeform responses via email directly to the Combined Authority.

### Consultation material, distribution and publicity

- 2.3 The consultation materials provided at the consultation events included hard copies of the key Local Transport Plan documents, freepost versions of the online survey questionnaire, and a number of boards detailing information about the Local Transport Plan's vision, goals, objectives and primary schemes (both local and regional). Copies of the key documents, and freepost response forms to the survey, were left at each venue following an event to enable individuals to review them at their leisure. Respondents to the online survey were provided with pdf versions of the key Local Transport Plan documents and information boards.
- 2.4 Publicity for the consultation was managed by the Combined Authority and included:
- An early press release ahead of consultation launch;
  - A follow-up press release detailing all of the events taking place across the Combined Authority area;
  - An audio interview with Mayor James Palmer on BBC Radio Cambridgeshire encouraging participation;
  - A video interview with Mayor James Palmer, posted on Facebook and Twitter, encouraging participation. The Facebook video had 2,400 views;
  - Promotion of Mayor James Palmer's visit to St Neots consultation event on social media, including specifically St Neots geography before the event, encouraging attendance (Facebook reach of 7,700);
  - A second audio interview with Mayor James Palmer on BBC Radio Cambridgeshire, while he attended a consultation event in Peterborough;
  - A series of press adverts over the summer:
    - Paper-based and online advertising campaign for two weeks in late August/early September in the Huntingdon Post, Ely Standard, Wisbech Standard, Cambridge

Times, Cambridge Independent, Peterborough Telegraph, Cambridge News and Fenland Citizen;

- Continuous social media posts on Combined Authority channels throughout the consultation period; and
- A third press release in early September advertising additional events and remaining time to participate.

## Response channels

### Introduction

2.5 Responses to the consultation arrived via a number of channels: the online survey; by email; and by post. In addition, approximately 650 individuals attended the public events and provided verbal and written feedback to the event organisers directly. Table 2.1 provides a breakdown of how responses to the consultation were received, and where they are discussed in this document.

**Table 2.1: Consultees and response channels**

Consultees	Channel	Number of respondents	Chapter
Members of the public, parish councils and others	Online survey	572	3
	Email/post	213	3
	Consultation events	~650	4
Statutory consultees	Email/post	11	5

# 3 Feedback received via the online survey and email/post

## Introduction

- 3.1 This chapter details the feedback received via the online survey and sent directly to the Cambridgeshire and Peterborough Combined Authority by email or post. All data was collected and anonymised by the Combined Authority before being passed to Steer for analysis and reporting.
- 3.2 The chapter is split into two parts:
- Responses to the closed questions in the online survey:
    - Have we provided a clear and complete explanation of what the Local Transport Plan is?
    - Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough require a new Local Transport Plan?
    - To what extent do you agree with the overarching strategy in the Local Transport Plan?
    - Please rank the Local Transport Plan objectives in order of importance
  - Responses to the online survey's primary open question (stated below), combined with responses received by email/post:
    - Please use the space provided to tell us what you think about the Local Transport Plan. For example, is there anything we should have included in the draft Local Transport Plan but haven't; is there anything in the draft Local Transport Plan you think should have been omitted; do you have any other general comments on the draft Local Transport Plan?

## Responses to the online survey's closed questions

### Analysis

- 3.3 All respondents to the online survey were members of the public. Their responses to the online survey's closed questions were analysed using quantitative methods and are reported here through charts, tables and supporting commentary. A basic sense check of the data was made, including checking for and removing duplicate entries, removing responses from individuals who did not consent to their information being used to inform the Local Transport Plan, and checking that frequencies of responses to each question was the same as the number of overall respondents.



### Understanding the purpose of the Local Transport Plan

3.4 Respondents were asked whether we had provided a clear and complete explanation of what the Local Transport Plan is, and why Cambridgeshire and Peterborough require one. Responses to these questions are shown in the Figures below and show that the majority of respondents understood *what* the Local Transport Plan is, and *why* it is needed.

Figure 3.1: Have we provided a clear and complete explanation of what the Local Transport Plan is?

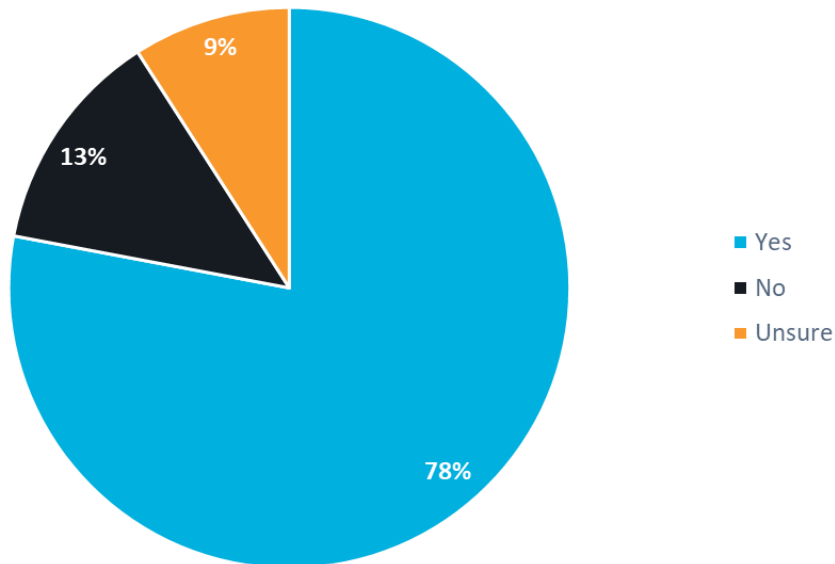
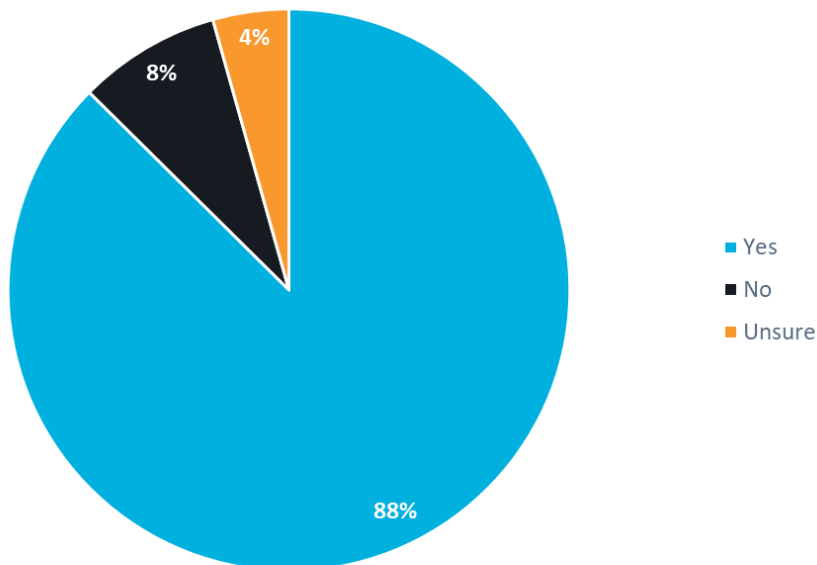


Figure 3.2: Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough require a Local Transport Plan?

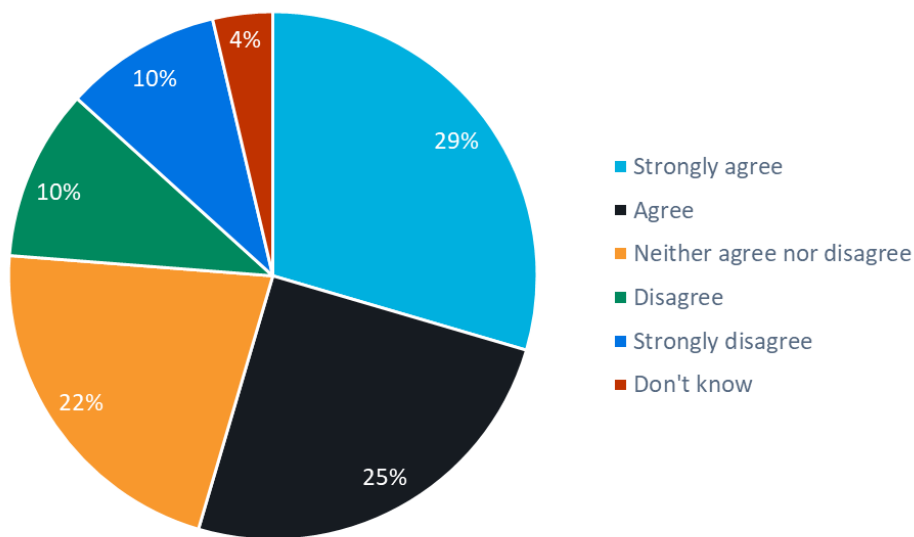


3.5 Amongst those who responded 'no' or 'unsure' to these two questions, feedback included dissatisfaction with the length of the Local Transport Plan i.e. too long to read comprehensively; a desire to see more detail with respect to delivery timescales, funding and financing; a perception that some of the objectives are contradictory; and insufficiently clear linking of the 'challenges' to the proposed 'solutions'.

**Perception of the Local Transport Plan's overarching strategy**

3.6 Respondents were asked to what extent they agreed with the Local Transport Plan's overarching strategy. Figure 3.3 shows that just over half of respondents agreed or strongly agreed with the Local Transport Plan's strategy. One in five respondents were neutral, while another fifth either disagreed or strongly disagreed.

**Figure 3.3: To what extent do you agree with the overarching strategy in the Local Transport Plan?**



**The Local Transport Plan objectives**

3.7 To gain an indication of the relative weight that respondents placed on each of the Local Transport Plan's ten objectives, they were asked to rank them in order of importance where 1=the most important and 10=the least important. Table 3.1 shows that respondents attributed greater importance to social and environmental objectives than economic, with the exception of the objective to improve the transport network's resilience and journey time reliability. However, it should be noted that not all respondents completed this question, or completed it fully, with some providing 1 or 10 for more than one objective. The results presented in Table 3.1 are therefore indicative.

**Table 3.1: The Local Transport Plan's objectives – ranked**

Rank	Objective	Type
1	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Social
2	Deliver a transport network that protects and enhances our natural, historic and built environments	Environmental
3	Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change	Environmental
4	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Economic
5	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries	Social
6	Provide healthy streets and high-quality public realm that puts people first and promotes active lifestyles	Social
7	Ensure transport initiatives improve air quality across the region to exceed good practice standards	Social
8	Connect all new and existing communities sustainably so that all residents can easily access a good job within 30 minutes, spreading the region's prosperity	Economic
9	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Economic
10	Support new housing and development to accommodate a growing population and workforce and address housing affordability issues	Economic

## Responses to the online survey's primary open question, combined with responses received by email/post

### Analysis

- 3.8 Responses to the online survey's primary open question and responses received by email/post (primarily from Parish Councils, but also other stakeholders and members of the public) were analysed thematically, using a codeframe. The codeframe, developed manually by analysts, categorises and quantifies responses based on key themes and sub-themes raised by respondents. For example:
- Theme: buses
    - Sub-theme: better bus provision required in local/rural areas
- 3.9 To ensure consistency of interpretation, all responses were coded by the same analyst, and reviewed independently. Responses were coded to one or more themes/sub-themes within the codeframe, as relevant.
- 3.10 A copy of the codeframe is provided in Appendix D. Comment themes are provided in alphabetical order, with sub-themes listed according to the number of comments received, from highest to lowest.
- 3.11 The following tables show the themes arising in respondents' comments and provides information about the most common sub-themes.

**Table 3.2: Themes arising in response to the online survey's primary open question, combined with responses received by email/post**

Comment theme	Comment detail (sub-themes)
<b>Active travel</b>	<ul style="list-style-type: none"> <li>• 119 responses (75% of those that included comments on active travel) were coded under the following sub-themes:               <ul style="list-style-type: none"> <li>– Walking and cycling need higher prioritisation region-wide (37);</li> <li>– Suggestion for a specific walking/cycle route (29);</li> <li>– Support for Camcycle's request for 20% of the CA's transport budget to go towards projects that make walking and cycling safer and more convenient<sup>1</sup> (27); and</li> <li>– Improved walking and cycling infrastructure required at local level (26).</li> </ul> </li> <li>• Other comments included requests for new walking/cycling infrastructure to be standardised; for existing and forthcoming infrastructure to be regularly maintained; for walking/cycling routes to be accessible for multi (non-motorised) users; and for e-bikes to be promoted and supported.</li> </ul>
<b>Air quality</b>	<ul style="list-style-type: none"> <li>• The primary comment under the air quality theme was for the Local Transport Plan to show strong support for the development of electric vehicle charging infrastructure – including alongside highways when they are built or upgraded, and facilitating a shift to electric/alternative fuels in taxi, bus and train fleets in the region.</li> </ul>

<sup>1</sup> In their response to the public consultation, Camcycle requested that the Combined Authority make the following commitment: "20% of the transport budget will go towards projects that make walking and cycling safer, more convenient and more accessible, with the direct purpose being to increase the mode share of walking and cycling".

Comment theme	Comment detail (sub-themes)
<b>Buses</b>	<ul style="list-style-type: none"> <li>• 128 responses (75% of those that included comments on buses) were coded under the following sub-themes: <ul style="list-style-type: none"> <li>– Better bus provision required to/from local/rural areas (48);</li> <li>– Concern about cuts to bus services in and around Ramsey (36);</li> <li>– Suggestion for a specific bus/guided bus route (23); and</li> <li>– Better bus provision required for accessing jobs, hospitals, leisure etc (21).</li> </ul> </li> <li>• Other comments included a request for improved dissemination of information regarding bus times (potentially using journey planners); improvements to bus timetabling e.g. timed to connect with other bus services and more regular services that enable trips to be taken throughout the day, particularly in the evenings and at weekends; support for bus franchising; and a call for better integration between bus and train services.</li> </ul>
<b>Climate change</b>	<ul style="list-style-type: none"> <li>• Thirty-two respondents stated the Local Transport Plan was not ambitious enough with respect to addressing climate change in the region.</li> </ul>
<b>Community transport</b>	<ul style="list-style-type: none"> <li>• Three comments were related to community transport. Two encouraged consideration of a community car scheme (which is covered in two policies – <i>Transport Accessibility for All</i> and <i>Rural Transport Services</i>) while one noted caution about the financial stability of community car schemes that are provided by the volunteer sector.</li> </ul>
<b>Development of the Local Transport Plan</b>	<ul style="list-style-type: none"> <li>• Fifteen respondents made comments about the consultation process – including the consultation documents, events and publicity.</li> <li>• Fourteen respondents stated that more information should be provided about costs/funding/delivery of the Local Transport Plan, and how the proposed benefits will be achieved.</li> <li>• Twelve respondents stated a perceived conflict between the Local Transport Plan’s objectives – for example, the desire to support housing development and the desire to reduce transport-related emissions.</li> <li>• Other comments included the suggestion that the Local Transport Plan be shortened; the perception that the Local Transport Plan does not take account of trips that are not for the purpose of travelling to/from work; and requests that the Local Transport Plan is developed in line with other local and regional strategies.</li> </ul>
<b>Economy</b>	<ul style="list-style-type: none"> <li>• Two comments were made about the economy. One stated that the Local Transport Plan did not go far enough to support a rebalancing of the economy away from Cambridge, while another stated that transport improvements need to be made with the objective of encouraging private sector employers to locate in areas outside of the regional centres.</li> </ul>
<b>Environment</b>	<ul style="list-style-type: none"> <li>• Fourteen respondents expressed general concern about the potential environmental harm of certain aspects of the Local Transport Plan, in particular road building schemes (see also Scheme-specific comments at the end of this table).</li> <li>• Eight respondents stated the need for the Local Transport Plan to place greater emphasis on protecting the green belt and/or preserving countryside.</li> <li>• Other comments included concern about traffic pollution; the need to ensure that appropriate Environmental Assessments are undertaken for individual schemes; a proposal to use roadside verge grass cuttings for biofuel; and giving consideration to noise pollution.</li> </ul>

Comment theme	Comment detail (sub-themes)
<b>Equestrian</b>	<ul style="list-style-type: none"> <li>Ten respondents stated that the Local Transport Plan did not provide sufficient consideration of safe routes for horse riders, including links with bridleways and public Rights of Way.</li> </ul>
<b>Freight</b>	<ul style="list-style-type: none"> <li>Six respondents highlighted the general need for a greater focus on freight within the Local Transport Plan.</li> <li>Five respondents noted concern about the volume of freight traffic on local roads, including safety and noise implications.</li> <li>Other comments included concern about the severance impact (due to level crossings being closed) of increasing numbers of freight trains, particularly in Fenland; a need for Freight Advisory routes to be linked more effectively with satellite navigation systems; and suggestions for specific freight improvements.</li> </ul>
<b>General</b>	<ul style="list-style-type: none"> <li>Forty-four comments either did not include a specific point about the Local Transport Plan e.g. stating a fact about a local area; or included a repeated point from the same respondent.</li> <li>Other general comments included those highlighting broad support for the Local Transport Plan (13), or a broad lack of support for the Local Transport Plan (3).</li> </ul>
<b>Highways</b>	<ul style="list-style-type: none"> <li>102 responses (77% of those that included comments on highways) were coded under the following sub-themes: <ul style="list-style-type: none"> <li>The Local Transport Plan is too roads/car-focused (43);</li> <li>Suggestion for a specific highway route/junction upgrade/improvement (42); and</li> <li>Not enough measures to address issues with the A1 e.g. congestion (17).</li> </ul> </li> <li>Other comments included concern about congestion/traffic/vehicle speeds on local roads; that the Local Transport Plan does not address congestion on the A10; support for changes at Buckden roundabout to reduce congestion and improve safety; and a desire for a commitment to provide segregated walking/cycling facilities alongside highways when they are built or upgraded.</li> </ul>
<b>Housing</b>	<ul style="list-style-type: none"> <li>Seventeen respondents noted concern about growth in the numbers of homes in the region, and transport infrastructure not keeping pace with this change.</li> <li>Other comments included suggestions to promote development in existing urban areas or on abandoned or brownfield sites; ensuring that the Local Transport Plan is intimately linked with where development is proposed to take place; and a request for specific minimum transport requirements for new developments.</li> </ul>
<b>Metrics</b>	<ul style="list-style-type: none"> <li>Twelve respondents made a request for more specific, measurable metrics by which the Local Transport Plan's success will be judged.</li> <li>Other comments included a suggestion that the objective to 'enable all residents to access a good job within 30 minutes' should be revised to include 'by public transport/sustainable modes'; a suggestion to include a mode shift target; and a suggestion to include a travel time target for accessing locations other than work, including hospitals, community facilities and shopping centres.</li> </ul>

Comment theme	Comment detail (sub-themes)
<b>Other</b>	<ul style="list-style-type: none"> <li>• Thirty-eight respondents noted that it was not clear how their local area would benefit from the Local Transport Plan. Ramsey, Chatteris and Cottenham were the most commonly mentioned areas.</li> <li>• Other comments included specific points of detail about individual schemes or policies; desire to see more demand/traffic management measures in the Local Transport Plan; and support for cross-county/cross-agency working in delivering the Local Transport Plan.</li> <li>• A number of comments were only raised by one respondent each. These were captured under the theme of 'Other' and can be read in the codeframe in Appendix D.</li> </ul>
<b>Public transport</b>	<ul style="list-style-type: none"> <li>• 71 responses (62% of those that included comments on public transport) were coded under the following sub-themes: <ul style="list-style-type: none"> <li>– Suggestion for a specific train route/level crossing/station (33);</li> <li>– Desire to see a new railway station in Peterborough South (Hampton) (14);</li> <li>– Suggestion for a Park and Ride/Travel Hub location (13); and</li> <li>– Comments regarding proposals for Foxton Travel Hub/Foxton level crossing (11).</li> </ul> </li> <li>• Other comments included reflections on the lack of public/sustainable transport projects proposed in Peterborough; a desire to see action taken on improving the affordability of public transport; the provision of better facilities for disabled travellers; and better ticketing and integration between different public transport modes.</li> </ul>
<b>Questionnaire</b>	<ul style="list-style-type: none"> <li>• Fifteen respondents noted that the online survey question that asks respondents to rank the Local Transport Plan's objectives is difficult to answer: respondents perceived the objectives to be either interlinked or equally important.</li> </ul>
<b>Rural/local links</b>	<ul style="list-style-type: none"> <li>• Fourteen respondents highlighted the need to reinforce transport links between market towns and their surrounding villages.</li> <li>• Thirteen respondents stated they felt the projects in the Local Transport Plan neglected rural areas/communities.</li> <li>• Other comments included the perception that walking and cycling are not practical or viable means of commuting to/from rural areas; concern about the impact of road congestion in rural towns and villages; and concern that closing level crossings will reduce accessibility for rural communities.</li> </ul>
<b>Technology</b>	<ul style="list-style-type: none"> <li>• Six respondents made reference to existing or forthcoming developments in technology that could or should be harnessed to improve transport in the region. One respondent noted the need for IT infrastructure to be improved to facilitate the use of new technologies.</li> </ul>

**Table 3.3: Scheme-specific themes arising in response to the online survey’s primary open question, combined with responses received by email/post**

Scheme comments	Comment detail (sub-themes)
<b>A10 dualling</b>	<ul style="list-style-type: none"> <li>Two respondents noted specific opposition to dualling the A10, with one respondent noting specific support. One respondent was supportive if parallel segregated walking and cycling was to be included in the scheme’s design.</li> </ul>
<b>A47 dualling</b>	<ul style="list-style-type: none"> <li>Nine respondents noted specific support for dualling the A47.</li> </ul>
<b>Alconbury Weald Travel Hub</b>	<ul style="list-style-type: none"> <li>Five respondents were supportive of building a railway station at Alconbury Weald (rather than a Travel Hub).</li> </ul>
<b>Cambridgeshire Autonomous Metro</b>	<ul style="list-style-type: none"> <li>Thirteen respondents noted specific support for the Cambridgeshire Autonomous Metro, while two respondents noted specific opposition.</li> <li>Ten respondents requested consideration of a metro stop at Burwell.</li> <li>Other comments included a suggestion for the metro to be developed as a light rail scheme; a request that a route to Haverhill be considered in the first phase of development; and a suggestion for the system to be operated using non-diesel power.</li> </ul>
<b>Cambridge South Station</b>	<ul style="list-style-type: none"> <li>Sixteen respondents noted specific support for a railway station at Cambridge South.</li> <li>One respondent stated that the proposed timescales for delivering this project are too long in light of the predicted growth in trips to/from the Biomedical Campus.</li> </ul>
<b>East-West Rail</b>	<ul style="list-style-type: none"> <li>Eight respondents noted specific support for East-West Rail, while one respondent noted specific opposition.</li> <li>Other comments included a lack of confidence that the scheme would support the travel needs of existing communities; and a number of proposed alternative routings for the line.</li> </ul>
<b>Huntingdon Congestion Study / Third River Crossing</b>	<ul style="list-style-type: none"> <li>Twenty-four respondents noted specific opposition to the Huntingdon Third River Crossing, if this is recommended as a result of the Huntingdon Congestion Study, with four respondents noting specific support.</li> <li>Fifty-seven respondents expressed concern about the potential environmental impact of the scheme, including destruction of nature reserves, open countryside, and parts of the Ouse Valley.</li> </ul>
<b>King’s Dyke Crossing</b>	<ul style="list-style-type: none"> <li>Four respondents noted specific support for the King’s Dyke Crossing.</li> </ul>
<b>March-Wisbech Rail Link</b>	<ul style="list-style-type: none"> <li>Thirteen respondents noted specific support for the March-Wisbech Rail link.</li> </ul>
<b>Waterbeach Station</b>	<ul style="list-style-type: none"> <li>Two respondents noted specific support of the proposal to move Waterbeach station, while one respondent was opposed.</li> </ul>
<b>Oxford-Cambridge Expressway</b>	<ul style="list-style-type: none"> <li>Three respondents noted specific support for the Oxford-Cambridge Expressway, while three respondents noted specific opposition to the scheme.</li> </ul>
<b>Soham Station</b>	<ul style="list-style-type: none"> <li>Twelve respondents noted specific support for a new railway station in Soham.</li> </ul>



# 4 Themes arising at consultation events

## Introduction

4.1 During the consultation period, 24 consultation events were run throughout the Combined Authority area. These were typically half-day drop-in sessions where members of the public could come and read, discuss and question the content of the Local Transport Plan.

## Consultation events

4.2 Table 4.1 details the locations of the consultation events by local authority area, and the key themes raised. Four consultation events were held in each of the two major cities of Cambridge and Peterborough, while all other locations received one event each.

**Table 4.1: Consultation event locations and key themes**

Local Authority	Event locations	Key themes
East Cambridgeshire District Council	<ul style="list-style-type: none"> <li>• Bottisham</li> <li>• Ely</li> <li>• Littleport</li> <li>• Soham</li> </ul>	<ul style="list-style-type: none"> <li>• Support for Soham Station</li> <li>• Desire for better parking provision near train stations</li> <li>• Desire for better alignment between bus and train timetables to facilitate interchange</li> <li>• Improvements requested to walking and cycling infrastructure to, from and in Burwell</li> <li>• Scepticism regarding A10 dualling, especially without public transport enhancements first</li> </ul>
Fenland District Council	<ul style="list-style-type: none"> <li>• Chatteris</li> <li>• March</li> <li>• Whittlesey</li> <li>• Wisbech</li> </ul>	<ul style="list-style-type: none"> <li>• Poor bus provision to/from Chatteris – desire for a link to Manea railway station, or the future Cambridgeshire Autonomous Metro</li> <li>• Support for March-Wisbech rail link</li> <li>• Support for Whittlesey station enhancements and enhanced level of train service for Fenland stations</li> <li>• Concerns about congestion on the A47</li> <li>• Support for King’s Dyke scheme</li> </ul>
Greater Cambridge (City of Cambridge, and South Cambridgeshire District Council)	<ul style="list-style-type: none"> <li>• Cambourne</li> <li>• Cambridge (4 events)</li> <li>• Cottenham</li> <li>• Sawston</li> </ul>	<ul style="list-style-type: none"> <li>• Concerns about poor air quality</li> <li>• Query as to whether there is a ‘plan B’ for the Cambridgeshire Autonomous Metro</li> <li>• The future of Park and Ride in and around Cambridge, including hours of operation, which currently do not cater for those working unsociable hours</li> <li>• Solutions for re-routing tourist buses away from the centre of Cambridge</li> </ul>

Local Authority	Event locations	Key themes
		<ul style="list-style-type: none"> <li>• Desire for a more integrated approach to local planning i.e. that the requisite transport infrastructure is planned alongside development</li> <li>• Request for improved public transport between Cambourne and St Neots</li> <li>• Benefits of connecting rural communities to arterial corridors</li> <li>• Recognition that there are places where it is difficult to board the guided Busway due to overcrowding</li> </ul>
Huntingdonshire District Council	<ul style="list-style-type: none"> <li>• Buckden</li> <li>• Huntingdon</li> <li>• Ramsey</li> <li>• St Ives</li> <li>• St Neots</li> </ul>	<ul style="list-style-type: none"> <li>• Bus provision to/from Ramsey – desire for links to St Ives, Huntingdon or Alconbury Weald Travel Hub</li> <li>• Broad desire for better links with Cambridge and Peterborough by public transport</li> <li>• Completion of north-south cycling links</li> <li>• Concerns over local traffic levels following removal of Huntingdon A14 flyover</li> <li>• General support for A1 motorway standard</li> <li>• Concern about dangerous access to/from villages on the A1 corridor</li> <li>• Level crossings on the East Coast Mainline and issues of congestion and severance</li> </ul>
Peterborough City Council	<ul style="list-style-type: none"> <li>• Peterborough (4 events)</li> </ul>	<ul style="list-style-type: none"> <li>• Desire for sustainable transport to be integrated with developments</li> <li>• Growing congestion in and around Peterborough</li> <li>• King’s Dyke level-crossing and risk of shifting congestion westwards</li> <li>• ‘Rat-running’ through Eye and poor highway/junction design</li> </ul>

4.3 In addition to the specific comments noted in Table 4.1, the following themes were common to most consultation events:

- Consistent feedback that bus provision in the region (particularly in rural areas) is poor. Services are considered to be:
  - infrequent;
  - unreliable;
  - unaffordable;
  - run with short operating hours (regularly excluding evenings and weekends); and
  - at risk of being cut.
- Concern that inappropriate road freight routing is leading to Heavy Goods Vehicles travelling through villages;
- Concern that transport infrastructure is not keeping pace with the scale of proposed housing development in the region;
- A request for greater emphasis to be placed on measures to work towards net zero carbon emissions, and to work towards these as swiftly as possible;
- A request for the Local Transport Plan to define what is meant by upgrading cycling network to ‘Dutch’ standards;

- Broad support for the Cambridgeshire Autonomous Metro, bus franchising and East-West Rail;
- A desire to see more money spent on walking and cycling infrastructure;
- A mixed view of highway schemes; and
- A desire to see a clearer link between The Local Transport Plan, Local Plans and the Non-Statutory Spatial Framework.

# 5 Feedback from statutory consultees

## Introduction

5.1 Responses to the Local Transport Plan consultation were received from the following eleven statutory consultees:

- Cambridge City Council and South Cambridgeshire District Council
- Cambridgeshire County Council
- East Cambridgeshire District Council
- Fenland District Council
- Huntingdonshire District Council
- Peterborough City Council
- Highways England
- Cambridgeshire County Council Highways Team
- Historic England
- Natural England
- Network Rail

5.2 The content of these responses can be reviewed in Appendix E. A summary of the responses and the Combined Authority's proposed actions with respect to revising the Local Transport Plan, are provided in the following tables, split by theme.

**Table 5.1: Statutory consultee responses – climate change, air quality and noise**

Feedback	Action
<ul style="list-style-type: none"> <li>• Cambridgeshire County Council, South Cambridgeshire District Council, Cambridge City Council and Peterborough City Council have all declared ‘climate emergencies’ and recommend:               <ul style="list-style-type: none"> <li>– the Local Transport Plan commits to ‘zero carbon’ by 2050 (2030 for Peterborough); and</li> <li>– the Local Transport Plan should commit to more detailed, ‘tighter’, policies to achieve zero carbon by 2050.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose the Local Transport Plan should commit to ‘net zero carbon’ by 2050 with:               <ul style="list-style-type: none"> <li>– the vision and objectives updated accordingly;</li> <li>– a greater emphasis on our approach: mode shift; digital technology; electric vehicles and power networks; the need for integrated planning – Non-Statutory Spatial Framework Phase 2 and Local Industrial Strategy; and Cambridgeshire Autonomous Metro and rail to support jobs growth and housing away from Cambridge; and trajectories towards zero carbon.</li> </ul> </li> </ul>
<ul style="list-style-type: none"> <li>• Consultees have noted that there is little specific policy detail on how poor air quality will be addressed. Several amendments were suggested:               <ul style="list-style-type: none"> <li>– tighter emissions standards (including zero-emission vehicles) for bus services as part of future bus provision (to be defined by the Bus Task Force);</li> <li>– all schemes being made subject to detailed air quality assessments; and</li> <li>– significantly stronger targets and policy detail regarding electric vehicles, with the Local Transport Plan including specific plans and targets for the roll-out of low-emission vehicles and charging infrastructure.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to identify the potential for lower emissions through ultra-low emission vehicles, integrated planning, mode shift including and Cambridgeshire Autonomous Metro</li> <li>• Planning for schemes will identify how negative air quality impacts will be mitigated</li> </ul>
<ul style="list-style-type: none"> <li>• Cambridgeshire CC requested greater detail in the LTP regarding noise impacts, and specific policies regarding opportunities and proposals to reduce noise impacts from existing and proposed transport infrastructure</li> </ul>	<ul style="list-style-type: none"> <li>• Propose that a new noise policy is drafted which identifies the issues of noise from transport and how mitigating negative noise impacts will be considered in scheme planning</li> </ul>

**Table 5.2: Statutory consultee responses – biodiversity, natural and built environment**

Feedback	Action
<ul style="list-style-type: none"> <li>• Consultees request greater commitment from the Combined Authority to biodiversity ‘net gain’, including committing to:               <ul style="list-style-type: none"> <li>– the Natural Cambridgeshire Local Nature Partnership’s ambition to double the area of rich wildlife habitat and natural greenspaces under management by 2050 (previously endorsed by the Combined Authority Board);</li> <li>– a target of 20% net gain in biodiversity be set across the Local Transport Plan projects;</li> <li>– better demonstrate how the conservation of biodiversity will be delivered by several of the Local Transport Plan projects; and</li> <li>– the long-term management of biodiversity where affected by Local Transport Plan projects</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose that the Local Transport Plan reference commitment by the Combined Authority to biodiversity net gain (including the planning of schemes, demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces</li> <li>• Propose that work is done following the Local Transport Plan to measure biodiversity and work towards material net gain through its delivery.</li> </ul>
<ul style="list-style-type: none"> <li>• Natural England and Cambridgeshire County Council noted there should be greater focus on the historic environment with an emphasis placed on non-designated heritage assets, archaeology and historic landscapes and townscapes. It was also noted that that heritage should be viewed as something for the benefit of ‘people’ rather than something to ‘protect’.</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to amend text to refer to other heritage assets and registered monuments (and how they benefit people)</li> </ul>
<ul style="list-style-type: none"> <li>• Historic England recommended amending the environmental goal to ‘preserve and enhance our built, natural and historic environment’</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to amend the LTP objective in line with Historic England feedback</li> </ul>

**Table 5.3: Statutory consultee responses – rail, bus and transit/shared mobility services**

Feedback	Action
<ul style="list-style-type: none"> <li>• <b>Integration:</b> South Cambridgeshire District Council and Cambridge City Council noted the importance of ensuring a more integrated transport system, where corridors are better integrated into local villages and communities, and the particular challenge for access to education and health facilities</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to bring forward references to policies earlier in the main document</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Cambridgeshire Autonomous Metro:</b> <ul style="list-style-type: none"> <li>– Request from Huntingdonshire District Council and Peterborough City Council for greater focus on mass transit solutions and the Mayoral announcement regarding an extension of the Metro from Alconbury to Ramsey and Peterborough</li> <li>– East Cambridgeshire District Council requested consideration of a stop in East Cambridgeshire</li> <li>– Fenland District Council requested the Combined Authority work with them in exploring options both to extend CAM to Fenland, and/or provide connecting bus services</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose that these are considered as part of Phase 2 of the CAM programme - subject to an initial batch of Strategic Outline Business Cases, which will commence once the current CAM Phase 1 Outline Business Case has been completed. Early engagement welcomed to understand a) what other transport plans exist; and b) what the aspirations / needs / wants are.</li> <li>• Propose that a stop in East Cambridgeshire District Council area is supported subject to feasibility and funding being available</li> <li>• Propose feasibility study into public transport options to connect to rail and CAM network. It may be possible to address as part of Bus Reform Task Force or other programmes. All such requests are subject to the demand-based analysis and Vfm tests.</li> <li>• Propose a feasibility study into the extension of CAM (timing tbc)</li> </ul>
<ul style="list-style-type: none"> <li>• <b>Rail:</b> Consultees requested some changes to the rail policies and projects, including: <ul style="list-style-type: none"> <li>– greater emphasis on electrification of the rail network within the Combined Authority area;</li> <li>– inclusion of new stations at Alconbury Weald (Huntingdon District Council), Fulbourn and Cherry Hinton (Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council) within the long-term strategy;</li> <li>– the Combined Authority taking more of a 'leadership' role in improving rail services, including joining the Consortium of East Coast Mainline Authorities (Peterborough City Council);</li> <li>– the Combined Authority taking a position of a preferred alignment for East-West Rail (Huntingdonshire District Council);</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to advocate for electrification and alternative ultra-low emission fuel rail</li> <li>• Propose feasibility of a new rail station at Alconbury Weald included</li> <li>• The Combined Authority is reviewing membership of the Consortium of East Coast Mainline Authorities</li> <li>• East-West Rail consultation has already closed, and it is for Central Government to announce the preferred alignment</li> <li>• Propose that retention of road access is insisted upon</li> </ul>

Feedback	Action
<ul style="list-style-type: none"> <li>- Noting that improvements at Ely must retain road access through Queen Adelaide (East Cambridgeshire District Council)</li> </ul>	
<ul style="list-style-type: none"> <li>• <b>Future of Mobility:</b> Cambridgeshire County Council, South Cambridgeshire District Council and Cambridge City Council requested greater focus on new mobility services (e.g. autonomous vehicles), noting the Government's 'Future of Mobility Services' ambition set out in the Industrial Strategy</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to bring forward references to policies earlier in the main document</li> <li>• Propose further study into the Future of Mobility</li> </ul>



**Table 5.4: Statutory consultee responses – walking and cycling**

Feedback	Action
<ul style="list-style-type: none"> <li>• There was general support for the ambition regarding walking and cycling, but that the Local Transport Plan should:               <ul style="list-style-type: none"> <li>– better define what ‘Dutch-quality’ infrastructure means in practice, and include reference to the forthcoming Department for Transport Local Transport Notes 1/19 guidance and relevant examples</li> <li>– commit to a higher standard of walking and cycling infrastructure within new developments (East Cambridgeshire District Council);</li> <li>– stress that Local Cycling and Walking Infrastructure Plans (LCWIPs) will be used to support the prioritisation and sifting of new active travel infrastructure;</li> <li>– include encouragement for bike-sharing schemes (e.g. Ofo), in line with the agreed Code of Conduct in Cambridge;</li> <li>– stress the potential for local freight consideration and delivery opportunities by bike;</li> <li>– explicitly reference the potential for ‘e-bikes’ to enable individuals to travel significantly further by bike;</li> <li>– include greater focus on how cycling can be part of multi-modal journeys (Huntingdonshire District Council); and</li> <li>– provide greater emphasis and funding for the maintenance of walking and cycling infrastructure (e.g. vegetation clearance).</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to identify where the Local Transport Plan already considers the comments made and, where it doesn’t, to make modifications that define terminology, reference policies, and propose integration/collaboration between Local authorities</li> </ul>
<ul style="list-style-type: none"> <li>• Consultees requested that the Combined Authority provide ongoing support and ‘joint working’ regarding the development of LCWIPs, and better liaison with Sustrans to improve the National Cycle Network within the Combined Authority area</li> </ul>	<ul style="list-style-type: none"> <li>• Combined Authority to consider if an ongoing role (i.e. officer liaison) focused on the development of LCWIPs in liaison with Sustrans is suitable</li> </ul>
<ul style="list-style-type: none"> <li>• In reference to the user hierarchy, it was noted that:               <ul style="list-style-type: none"> <li>– there should be emphasis on creating areas of enhanced ‘Place’ within the hierarchy; and</li> <li>– the document should be restructured in line with the user hierarchy, with the greatest focus on walking and cycling brought to the front of the document and new highway infrastructure</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose to emphasise the importance of ‘Place’</li> <li>• Policies are structured in line with the hierarchy and propose to remove ‘simple’ user hierarchy as it confuses the approach to planning and delivery</li> </ul>

Feedback	Action
<p>towards the rear (Peterborough City Council, Huntingdonshire District Council, Cambridgeshire County Council)</p>	
<ul style="list-style-type: none"> <li>Cambridgeshire County Council noted that making shorter journeys by bike and on foot the obvious, most convenient, choice was needed, and that there needed to be a greater incentive in terms of speed, cost and convenience compared to the private car</li> </ul>	<ul style="list-style-type: none"> <li>Propose that this is emphasised in the relevant policies and should be a consideration in the planning of infrastructure</li> </ul>
<ul style="list-style-type: none"> <li>It has been noted that there is no consideration of horse riders with respect to Rights of Way and access</li> </ul>	<ul style="list-style-type: none"> <li>Propose that it is made clear that under 'active travel' there are multiple users</li> </ul>

**Table 5.5: Statutory consultee responses – other considerations**

Feedback	Action
<ul style="list-style-type: none"> <li>• East Cambridgeshire District Council noted that:               <ul style="list-style-type: none"> <li>– improvements to the A10 must be accompanied by investment and integration with sustainable travel modes; and</li> <li>– following the A142 safety study, a specific project should be included in the Local Transport Plan to implement the recommendations and improve safety on this road</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• This has already been supported by the Local Transport Plan</li> <li>• The A142 is a west to east route of significance within the Cambridgeshire and Peterborough Combined Authority region. All applications for reviews of this route, via East Cambridgeshire District Council or Cambridgeshire County Council acting as Highways Authority, will be considered within the appropriate governance procedures</li> </ul>
<ul style="list-style-type: none"> <li>• Broadly, there was view that the Local Transport Plan should be more ‘definitive’ about targets and metrics (e.g. for climate change, air quality, mode shift), and that there should be more detail on when and how these targets will be achieved</li> </ul>	<ul style="list-style-type: none"> <li>• Propose to include Monitoring and Evaluation framework in the Delivery Plan (aligned to Combined Authority Assurance Framework)</li> </ul>
<ul style="list-style-type: none"> <li>• Several consultees noted the need for the Combined Authority to confirm status of ‘child documents’ that previously sat alongside the Local Transport Plan (e.g. The Heavy Goods Vehicle Routing Strategy)</li> </ul>	<ul style="list-style-type: none"> <li>• Propose ‘child documents’ will be subject to statutory status; review of need/benefits; and agreement of ownership and funding</li> </ul>
<ul style="list-style-type: none"> <li>• Huntingdonshire District Council had particular concerns regarding:               <ul style="list-style-type: none"> <li>– the lack of planning infrastructure for the Ramsey area; and</li> <li>– reliance on new infrastructure to be funded through Land Value Capture, which the Council views as placing downward pressure on developer profits and puts the delivery of other infrastructure and affordable housing at risk.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>• Propose that issues in Ramsey are better identified and the work of the Bus Reform Task Force is better explained as to how this might improve accessibility and connectivity in Ramsey and other smaller market towns and rural areas</li> <li>• All development subject to negotiation of developer contributions based on need and viability</li> </ul>
<ul style="list-style-type: none"> <li>• Cambridgeshire County Council and Huntingdonshire District Council also noted that the Non-Statutory Spatial Framework (NSSF) Phase 2 was currently paused, and that care was needed in how it is referred to in the Local Transport Plan. Huntingdonshire District Council noted that consultation on the NSSF has not yet been undertaken, nor a draft Framework published, and that the Combined Authority approach to growth had not therefore been adequately addressed.</li> </ul>	<ul style="list-style-type: none"> <li>• Propose that wording is revised in line with the latest status of NSSF Phase 2</li> </ul>



# A Profile of online survey respondents

## Demographic and other information

### Gender

A.1 A breakdown of respondents' gender is shown in Table 5.6. The majority of respondents were male. In Cambridgeshire and Peterborough as a whole, the gender split is 50/50.

**Table 5.6: Respondents' gender**

Gender	Total	Proportion in survey	Proportion in Cambridgeshire and Peterborough <sup>2</sup>
Male	322	56%	50%
Female	243	42%	50%
No response	7	1%	-
<b>Total</b>	<b>572</b>	<b>100%</b>	<b>100%</b>

### Age

A.2 A breakdown of respondents' age groups is shown in Table 5.7. The greatest proportion of respondents were 45-59 years old. A higher proportion of respondents to the consultation were aged 45+ than in the general population of the Combined Authority area.

**Table 5.7: Respondents' age**

Age group	Total	Proportion in survey	Proportion in Cambridgeshire and Peterborough <sup>3</sup>
16-29 years	120	21%	24%
30-44 years	113	20%	27%
45-59 years	178	31%	23%
60-74 years	134	23%	17%
75+ years	26	5%	9%
No response	1	<1%	-
<b>Total</b>	<b>572</b>	<b>100%</b>	<b>100%</b>

<sup>2</sup> Source: Annual Population Survey, Office for National Statistics, July 2018 – June 2019

<sup>3</sup> Source: 2011 Census, Office for National Statistics

## Disability

- A.3 A breakdown of whether respondents considered themselves to have a long-term illness, health problem or disability which limits their daily activities or the work they do is shown in Table 5.8. The majority of respondents (74%) did not consider themselves to have a disability, however this proportion was lower than the region-wide figure of 79%.

Table 5.8: Disability

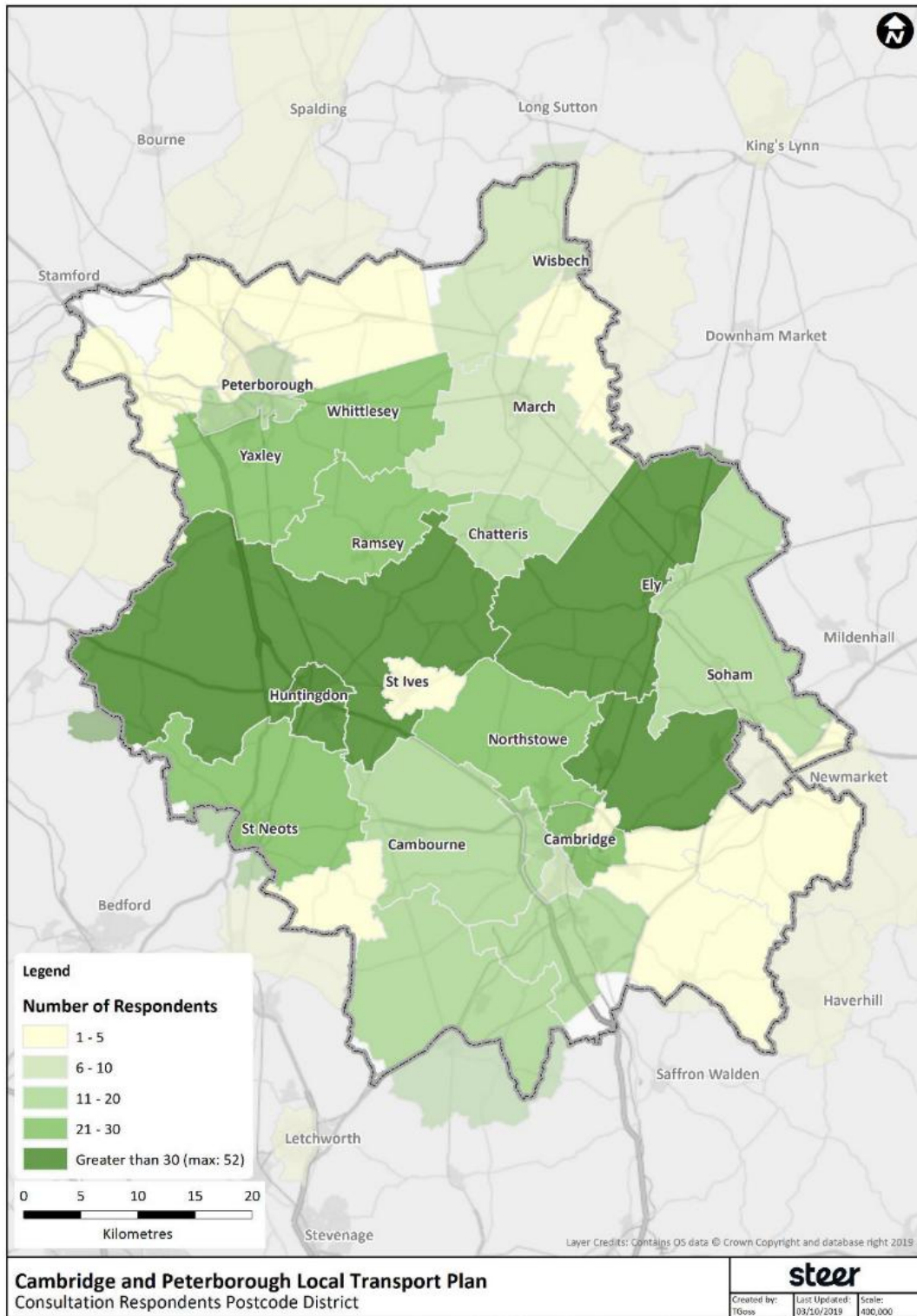
Disability	Total	Proportion in survey	Proportion in Cambridgeshire and Peterborough <sup>4</sup>
Yes	150	26%	21%
No	422	74%	79%
No response	0	-	-
<b>Total</b>	<b>572</b>	<b>100%</b>	<b>100%</b>

## Postcode

- A.4 Respondents were asked to provide the first part of their home or business postcode. Figure A.1 uses this information to graphically represent where respondents to the consultation either live or work.

<sup>4</sup> Source: Annual Population Survey, Office for National Statistics, July 2018 – June 2019

Figure A.1: Graphic representation of respondent's partial postcodes (home or business)



# B Respondents to the public consultation

## Statutory consultees

1. Cambridge City Council and South Cambridgeshire District Council
2. Cambridgeshire County Council
3. East Cambridgeshire District Council
4. Fenland District Council
5. Huntingdonshire District Council
6. Peterborough City Council
7. Highways England
8. Cambridgeshire County Council Highways Team
9. Historic England
10. Natural England
11. Network Rail

## Members of the public

### Online consultation

572 members of the public responded to the public consultation via the online consultation survey.

### By email/post

139 members of the public responded to the public consultation by email/post, including 27 who provided written feedback at the consultation event in Ramsey.

## Parish Councils

1. Abbotsley Parish Council
2. Barnack Parish Council
3. Buckden Parish Council
4. Cottenham Parish Council
5. Dry Drayton Parish Council
6. Elton Parish Council
7. Fen Ditton Parish Council
8. Foxton Parish Council
9. Gamlingay Parish Council
10. Haddenham Parish Council
11. Harston Parish Council
12. Hatley Parish Council
13. Haverhill Town Council
14. Hemingford Abbots Parish Council
15. Hemingford Grey Parish Council



16. Hertfordshire County Council
17. Histon and Impington Parish Council
18. Houghton & Wyton Parish Council
19. Ickleton Parish Council
20. Little Abington Parish Council
21. Little Thetford Parish Council
22. Madingley Parish Council
23. Newborough and Borough Fen Parish Council
24. Waresley-cum-Tetworth Parish Council
25. Parson Drove Parish Council
26. St Ives Town Council
27. Sutton Parish Council
28. Swavesey Parish Council
29. Thorney Parish Council
30. Toft Parish Council
31. Ufford Parish Council
32. Wansford Parish Council
33. Warboys Parish Council
34. Whaddon Parish Council
35. Whittlesey Town Council
36. Witchford Parish Council

## Other

1. A10 Corridor Cycling Campaign
2. British Horse Society
3. Cambridge Ahead
4. Cambridge Biomedical Campus
5. Cambridge Past Present and Future
6. Cambridge University
7. Cambridge University Hospitals NHS Foundation Trust
8. Cambridgeshire Local Access Forum
9. CamCycle
10. Carbon Neutral Cambridge
11. Chartered Institute of Logistics and Transport
12. Chatteris Town Council
13. Confederation of British Industry
14. County Councillor, Melbourn and Bassingbourn Division
15. East Cambridgeshire District Council Liberal Democrat Group
16. East West Rail
17. Fen Line Users Association
18. Godmanchester Town Council
19. "Greener Futures, Warboys Environmental Group"
20. JB Planning Associates, on behalf of the Fairfield Partnership
21. Linden Homes
22. Mactaggart and Mickel
23. Marshall Group
24. Meldreth, Shepreth and Foxton Community Rail Partnership
25. National Farming Union
26. National Trust

27. Office of the Police and Crime Commissioner
28. Peterborough City Council Liberal Democrat group and the Peterborough Liberal Democrats Local Party
29. Peterborough Civic Society
30. Peterborough Cycle Forum
31. RailFuture East Anglia
32. Ramsey Town Council
33. Richard Buxton Solicitors on behalf of Hemingford Abbots and Hemingford Grey Parish Council
34. Rutland County Council
35. Smarter Cambridge Transport
36. St Ives Road Safety Committee and the East Cambs Joint HCV Group
37. The Great Ouse Valley Trust
38. Trumpington Residents' Association
39. West Suffolk District Council
40. Wildlife Trust for Bedfordshire, Cambridgeshire & Northamptonshire
41. WSP on behalf of Martin Grant Homes and Harcourt Developments

## C Online survey questionnaire

## Personal Details

If you are responding as an individual, it would be helpful to know something about you as part of our commitment to ensuring equality of service. If you would prefer not to provide this information, please leave this section blank.

Please provide your age group:

Under 16  16 - 29  30 - 44  45 - 59  60 - 74  75+

Are you:

Male  Female  Non-binary  Prefer not to say

Do you have any long-term illness, health problem or disability which limits your daily activities or the work you do? (include problems which are due to old age)

Yes  No

Please tell us the **first part** of your home or business postcode (e.g. CB1)

Once complete, please hand this form into a member of the team or post it to Cambridgeshire & Peterborough Combined Authority, 2 The Incubator, Alconbury Weald Enterprise Campus, Huntingdon PE28 4XA. Alternatively, complete the questionnaire online at [tinyurl.com/CPCALTP](http://tinyurl.com/CPCALTP) or send an email to [LTP@cambridgeshirepeterborough-ca.gov.uk](mailto:LTP@cambridgeshirepeterborough-ca.gov.uk)

### Privacy Statement

#### How we use your personal information

The Cambridgeshire and Peterborough Combined Authority (CPCA) is responsible for developing the first Cambridgeshire and Peterborough Local Transport Plan.

Your personal information will be used to identify the need for, and inform our approach to, any changes required in producing the final Local Transport Plan

If you have any questions about how your personal information is being used, please contact the CPCA's Monitoring Officer at:

2 The Incubator, Alconbury Weald Enterprise Campus, Huntingdon, PE28 4XA

#### Collecting of your personal information

We will collect your personal information solely where we:

- need to for the purpose of delivering the aforementioned Transport Plan;
- have your consent to do so; and
- have a legal obligation to do so.

#### How we share your personal information

We are collecting and processing your data as part of the statutory consultation period for the first Cambridge and Peterborough Local Transport Plan. The information received will be used to identify the need for, and inform our approach to, any changes required in producing the final Local Transport Plan. Any personal information provided (age group, gender, health status and postcode) will be used to help us understand the types of people responding to the consultation and the extent to which the responses received are representative of the population of Cambridgeshire and Peterborough. Responses received between 17 June to 27 September in relation to the public consultation, made through post and online questionnaire will be anonymized by the CPCA and shared with our consultants for analysis. No personal information will be transferred to third parties.

#### How long we will keep your personal information

The CPCA will only retain your personal information for as long as is absolutely necessary to fulfil the purposes for which it was collected.

#### Your data protection rights

You have the right to:

- Request access to your personal information (commonly known as a "data subject access request"). This enables you to receive a copy of the personal information the CPCA holds about you and to check that the CPCA is lawfully processing it.
- Request correction of the personal information that the CPCA holds about you. This enables any incomplete or inaccurate information the CPCA holds about you to be corrected.
- Request erasure of your personal information. This enables you to ask the CPCA to delete or remove personal information where there is no good reason for the CPCA continuing to process it. You also have the right to ask the CPCA to delete or remove your personal information where you have exercised your right to object to processing (see below).
- Object to processing of your personal information where the CPCA is relying on a legitimate interest (or those of a third party) and there is something about your particular situation which makes you want to object to processing on this ground.
- Request the restriction of processing of your personal information. This enables you to ask the CPCA to suspend the processing of personal information about you, for example if you want the CPCA to establish its accuracy or the reason for processing it.
- Request the transfer of your personal information to another party.
- Withdraw your consent at any time.

2

Freepost Plus RUAL-GKEZ-LERS  
Cambridgeshire & Peterborough Combined Authority  
Incubator 2  
The Boulevard  
Enterprise Campus  
Alconbury Weald  
HUNTINGDON  
PE28 4XA



CAMBRIDGESHIRE  
& PETERBOROUGH  
COMBINED AUTHORITY

# The Cambridgeshire & Peterborough Local Transport Plan

You are invited to share your thoughts on the first Local Transport Plan for the Cambridgeshire and Peterborough Combined Authority area.



### Instructions

1. Read the Local Transport Plan
2. Fill in this questionnaire form
3. Seal the form and return it to the free post address



### Alternatively

Read the Local Transport Plan and complete the online questionnaire at [tinyurl.com/CPCALTP](http://tinyurl.com/CPCALTP)

The deadline for responses is  
Friday 27 September 2019

If you would like a copy of the Local Transport Plan on audio cassette or in Braille, large print or other languages please contact us at [LTP@cambridgeshirepeterborough-ca.gov.uk](mailto:LTP@cambridgeshirepeterborough-ca.gov.uk)



Scan here to read the Local Transport Plan and complete the online questionnaire at [tinyurl.com/CPCALTP](http://tinyurl.com/CPCALTP)

We would like to know what you think about the new Cambridgeshire and Peterborough Local Transport Plan. The following questionnaire provides an opportunity for you to tell us your thoughts.

Before doing so, we need your permission to collect and use the information you provide.

I consent to the Cambridgeshire and Peterborough Combined Authority using this information to inform its Local Transport Plan, in line with the privacy statement provided.

Yes  No

Please ensure that you have read the Local Transport Plan before starting this questionnaire. You may find it useful to have a copy to refer to throughout.

1. Have we provided a clear and complete explanation of what the Local Transport Plan is?

Yes  No  Unsure

If no or unsure, please say why.

[Empty text box for response]

2. Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough requires a new Local Transport Plan?

Yes  No  Unsure

If no or unsure, please say why.

[Empty text box for response]

3. The table below lists the ten objectives of the Local Transport Plan. Please rank the objectives in order of importance where;

1 = The most important objective for me  
10 = The least important objective for me

Theme	Objective	Rank
Housing	Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	<input type="checkbox"/>
Employment	Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity	<input type="checkbox"/>
Business and Tourism	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	<input type="checkbox"/>
Resilience	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	<input type="checkbox"/>
Safety	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	<input type="checkbox"/>
Accessibility	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	<input type="checkbox"/>
Health and Wellbeing	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	<input type="checkbox"/>
Air Quality	Ensure transport initiatives improve air quality across the region to exceed good practice standards	<input type="checkbox"/>
Environment	Deliver a transport network that protects and enhances our natural, historic and built environments	<input type="checkbox"/>
Climate Change	Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change	<input type="checkbox"/>

4. To what extent do you agree with the overarching strategy (found in section 2) of the Local Transport Plan?

Strongly agree  Agree  Neither agree nor disagree  Disagree  Strongly disagree  Don't know

5. Please use the space below to tell us what you think about the Local Transport Plan

for example, is there anything we should have included in the draft Local Transport Plan but haven't; is there anything in the draft Local Transport Plan you think should have been omitted; do you have any other general comments on the draft Local Transport Plan?

[Large empty text box for response]

## D Codeframe

Theme	Detail	Count	
Active travel	Walking and cycling need higher prioritisation region-wide	37	
	Suggestion for a specific walking/cycle route	29	
	Support Camcycle's request for 20% of the Combined Authority's transport budget to go towards projects that make walking and cycling safer and more convenient	27	
	Improved walking and cycling infrastructure required at local level	26	
	Walking/cycling infrastructure needs standardising and maintaining	8	
	All walking and cycling routes should be accessible and for multi (non-motorised) users	8	
	More needed to encourage travel to school by sustainable/active modes	4	
	Promote the use of e-bikes and build necessary cycling infrastructure to support them	4	
	Limited mention of rural Rights of Way	4	
	Request for specific walking/cycling funding pot	2	
	Desire for improved maintenance of Peterborough Greenwheel	1	
	Desire to see residential streets accessible only by walking and cycling	1	
	Safety concern over implementation of Dutch-style infrastructure	1	
	Suggestion for achieving more cost effective construction of cycling infrastructure	1	
	Suggestion to improve pedestrian safety	1	
	Supportive of Dutch-style infrastructure	1	
	Too much emphasis on walking and cycling e.g. at expense of Cambridgeshire Autonomous Metro	1	
	Air quality	More emphasis needed on alternative fuels/electric vehicles/electric vehicle charging points	12
		Fine taxis and cars that keep their engines idling	1
		Greater emphasis needed on reducing private vehicle trips	1
Buses	Better bus provision required to/from local/rural areas	48	
	Concern about cuts to bus services in and around Ramsey	36	
	Suggestion for a specific bus/guided bus route	23	
	Better provision required for accessing jobs, hospitals, leisure etc.	21	
	Deliver improved bus timetabling/information about times	10	
	Supportive of franchising	6	
	Buses and trains need better integration and subsidies	5	
	Buses/the guided busway are unaffordable	4	
	Need for a single integrated bus ticket for individual towns/cities and wider region	4	
	Concern that guided busway will become constrained by demand	3	
	Bus services are needed for personal independence	2	
	Buses must be run on hybrid/electric	2	
	Buses should be designed to be able to carry bicycles	2	
	Call for greater regulation	1	
	Encourage private schools to put on their own school buses	1	
	Opposition to bus priority changes	1	
	Radically improved bus services are the short-term solution while larger infrastructure is being built	1	
	Request for bus infrastructure to support electric vehicles	1	
	Time buses to connect with train departures at railway stations	1	
	Climate change	LTP does not go far enough to address climate change	32
Community transport	Consider a community car scheme	2	
	Consider the financial sustainability of community car schemes provided by the volunteer sector	1	
Development of the Local Transport Plan	Statement about consultation process	15	
	More needed on how benefits will be achieved, and costs/funding/likelihood of delivery	14	
	Objectives are conflicted e.g. increasing sustainability and increasing housing development	12	
	Supportive of people-centred Local Transport Plan with focus on health and wellbeing, low carbon and climate change	9	
	Document should be shorter and summarised	7	
	Inaccuracies/omissions/spelling mistakes noted	7	
	Local Transport Plan does not take account of trips other than for work	8	
	Plan should be codeveloped in line with other emergent strategies	7	
	Comment about data used in the Local Transport Plan/evidence base	3	
	Concern that Local Transport Plan's objectives are unachievable	3	
	Evaluation methodologies do not place enough emphasis on community impact/requesting more details about community impact	3	
	Local Transport Plan must align more closely with Non-Statutory Spatial Framework Phase 2/Cambridgeshire and Peterborough Independent Economic Review	3	
	More detail requested on how Vision Zero will be achieved	3	
	Supports aim to reduce car dependency	3	
	Proposal for development hierarchy i.e. prioritising housing in settlements above a certain size, or on public transport corridors	2	
	Requests more detail on the impact of proposed transport schemes	2	
	Suggestion for funding/finance mechanisms	2	
	Evidence requested for assumptions made about how interventions will change travel behaviour	1	
	Schemes do not align with aspirations to reduce private car use	1	
	Suggestion for change to the user hierarchy to acknowledge shared transport	1	
Economy	Plan does not go far enough to rebalance region's economy away from Cambridge	1	
	Use transport improvements to leverage new employment opportunities	1	
Environment	Concern about potential harm to environment of a number of aspects of the plan	14	
	Greater focus needed on protecting the green belt / preserving the natural environment and countryside of the area	8	
	Concern about pollution from traffic	2	
	Include proposals to remove all roadside verge grass cuttings and use them for biofuel	2	
	Noise pollution should be considered	2	
Suggestion for increasing biodiversity	2		
Equestrian	Lack of consideration for safe routes for horse riders, including links with bridleways	10	
Freight	Greater focus needed on freight	6	
	Concern about freight traffic on local roads	5	
	Concern about severance impact of increasing number of freight trains	1	
	Freight Advisory routes need to be completed and linked more effectively with satellite navigation systems	1	
	Plan fails to recognise the importance of rail freight	1	
	Suggestion for a specific freight improvement	1	
	Suggestion for specific road re-classification	1	
General	Other/repeat comment	44	
	Supportive of Local Transport Plan	13	
	Covered by a written response and coded separately	4	
	Not supportive of Local Transport Plan	3	

Theme	Detail	Count	
Highways	Local Transport Plan too roads/car-focused	43	
	Suggestion for a specific highway route/junction upgrade/improvement	42	
	Not enough measures to address issues with the A1 e.g. congestion	17	
	Concern about congestion/traffic/vehicle speeds on local roads	7	
	Plan does not address congestion on the A10 or support the A10 corridor south of Trumpington	6	
	Support for changes at Buckden roundabout to reduce congestion and improve safety	6	
	When roads are built/upgraded, commit to providing a segregated cycle/walking route along the route	4	
	Not enough to address issues with the A47 e.g. congestion	2	
	Supportive of Vision Zero approach	2	
	Concern that agricultural vehicles will be prohibited from SMART roads	1	
	Request for more information on specific road	1	
	Spend money relieving local pinch points	1	
	Supportive of Local Transport Plan addressing needs of those who have to drive e.g. due to disability	1	
	Concern about high housing growth in the region, and transport investment/infrastructure not keeping pace	1	
	Promote development in existing built environment/regeneration of abandoned or brownfield sites	2	
	Plan must be more intimately linked with where development is likely to take place	1	
	Request for specific minimum transport requirements for new developments	1	
Metrics	Request for more concrete, measurable metrics	12	
	Thirty minute travel time metric should include reference to public transport/sustainable modes	5	
	Propose target mode shift percentage	1	
	Propose target travel time for accessing other facilities e.g. hospitals, community facilities, shopping centres	1	
		1	
Other	Not clear how my local area will benefit from the strategy	38	
	Points of detail	11	
	More demand/traffic management measures required	10	
	Does not sufficiently support villages in the south of Cambridgeshire	5	
	Support for inter-county collaboration/local agency cross-working	4	
	Transport programmes should incorporate improved maintenance for roads/other transport infrastructure	3	
	Call for increased regulation on utility companies	1	
	Concern that focus on non-car initiatives will increase journey times	1	
	Does not address the last mile/first mile issue that is forcing people to use a car	1	
	Ensure projects preserve historic sites	1	
	Introduce measures to reduce number of tourist coaches entering Cambridge	1	
	Local Transport Plan serves new communities better than existing	1	
	Make large employers partners in delivering the Local Transport Plan	1	
	More focus needed on use of navigable waterways	1	
	Need to address low occupancy vehicle use	1	
	Not enough detail about Cambridgeshire Autonomous Metro	1	
	Opposition to demand management measures discussed in the Local Transport Plan	1	
	Opposition to proposals for residents permit scheme	1	
	Plan fails to integrate the private car, especially electric ones	1	
	Proposed additions to the Safe Systems approach	1	
	Recognise and reference the growing number of commuter movements between North Hertfordshire and Cambridge	1	
	Request for more information on Low Emission Zones (LEZ)	1	
	Suggest emphasis should be given to small-medium term projects that can deliver quicker wins	1	
	Suggestion to exclude specific town/city from transport initiatives	1	
	Support more Blue Badge parking in central areas	1	
	Supportive of workplace parking levy	1	
	Work with local communities (parishes, towns, villages) to more quickly meet the Local Transport Plan objectives and goals	1	
	Public transport	Suggestion for a specific train route/level crossing/station	33
		Desire to see a new railway station in Peterborough South (Hampton)	14
		Suggestion for a Park and Ride/Travel Hub location	13
		Comments regarding proposals for Foxton Travel Hub/Foxton level crossing	11
		Lack of public/sustainable transport projects for Peterborough	8
		More regular/improved public transport required (especially in the evenings and at weekends)	6
Improvements to public transport will help with social isolation		4	
More public transit links to rail stations required		4	
Better public transport required to out of town areas/villages		4	
Burwell needs more public transport options		2	
Better facilities required for disabled travellers		2	
Include support for Community Rail Partnerships		2	
Objection to a Park and Ride/Travel Hub location		2	
Request for free/subsidised transport for subsection of users		2	
Retain/upgrade Queensgate Bus Station		2	
Support measures to integrate public transport		2	
Transport hubs must integrate several modes		2	
Encourage tourist information websites and literature to include public transport information		1	
Implement Oyster-style ticketing		1	
Include a policy of protecting existing railway land that could be used for road/rail interchange against other development.		1	
Public transport must be accessible to all e.g. elderly, the unwell/infirm		1	
Request for rail electrification		1	
Support for Choices for Better Journeys		1	
Support for improved rail timetabling		1	
Travel hubs need to be in villages to allow people to reach them without a car		1	
Upgrade Peterborough Train Station		1	
Questionnaire		Noting that the questionnaire's ranking question is difficult to answer as the objectives are interlinked	15
	Error/issue with questionnaire	3	
Rural/local links	Need to reinforce transport links between market towns and their surrounding villages	14	
	Local Transport Plan neglects rural areas and their communities	13	
	Concern that walking/cycling are not viable means of commuting in rural areas	4	
	Concern about impact of congestion on rural communities	2	
	Concern that closing railway crossings will reduce accessibility for rural communities	1	
Technology	Take advantage of developments in smart road technology/other new technology	6	
	Improve IT infrastructure to enable access to new technologies	1	



Theme	Detail	Count	
Schemes - A10 dualling	Opposed	2	
	Request for improved cycling link across A10	2	
	Supportive	1	
	Supportive if segregated walking and cycling included	1	
Schemes - A47 dualling	Supportive	9	
	Suggestion for crossing needed across A47	1	
	Walking/cycling infrastructure should be incorporated into scheme	1	
Schemes - Alconbury Weald	Supportive of railway station at Alconbury Weald	5	
Schemes - Cambridgeshire Autonomous Metro	Supportive	13	
	Desire for Cambridgeshire Autonomous Metro to service Burwell	10	
	Desire for Cambridgeshire Autonomous Metro to be light rail	6	
	Desire for Haverhill route to be considered in first phase	2	
	Opposed	2	
	Suggestion for Cambridgeshire Autonomous Metro to be non-diesel powered	2	
	Cambridgeshire Autonomous Metro should not use rubber tyres as these are responsible for a significant proportion of particulates	1	
	Consider all leisure users, including horse riders, when planning routes	1	
	Desire for Cambridgeshire Autonomous Metro to cross the M11	1	
	Desire for Cambridgeshire Autonomous Metro to service either St Neots or Cambourne	1	
	Desire for Cambridgeshire Autonomous Metro to service Ely	1	
	Desire for Cambridgeshire Autonomous Metro to service Peterborough	1	
	Desire for Cambridgeshire Autonomous Metro to service Ramsey	1	
	Desire for there to be a Cambridgeshire Autonomous Metro station at Hauxton Travel Hub	1	
	Desire to have access to Cambridgeshire Autonomous Metro at Waterbeach	1	
	Not clear how Cambridgeshire Autonomous Metro will benefit East Cambridgeshire	1	
	Park and Ride at Cambridgeshire Autonomous Metro stations will cause induced car demand	1	
	Schemes - Cambridge South station	Supportive	16
		Delivery timescales too long to address predicted growth in trips associated with Biomedical Campus	1
	Schemes - East-West Rail	Supportive	8
Believes that scheme will not support existing communities		5	
Propose alternative routing of East-West rail		3	
Opposed		1	
	Views of the Council areas affected deserves stronger emphasis in the final route decision	1	
Schemes - Huntingdon Third River Cro	Concern about negative environmental impact, including destruction of nature reserves	57	
	Opposed	24	
	Supportive	4	
Schemes - Kings Dyke Crossing	Supportive	4	
Schemes - March-Wisbech Rail Link	Supportive	13	
Schemes - Waterbeach station	Supportive	2	
	Opposed	1	
Schemes - Oxford-Cambridge Expressv	Opposed	3	
	Supportive	3	
Schemes - Soham station	Supportive	12	
No response		200	

## E Statutory consultee responses

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Vision and objectives (pp.36-41)</p> <p>We welcome the reference to the natural, historic and built environments in the Local Transport Plan Objectives in Table 1.1.</p>	Historic England	Noted - no action	No action
<p>We welcome the reference to protect and enhance our environment in paragraph 1.45. We suggest that this is amended to read 'preserve and enhance our built, natural and historic environment'.</p>	Historic England	Environmental goal amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'	Environmental Goal
<p>Strengths</p> <p>We welcome the identification of the excellent environmental quality of Cambridgeshire and Peterborough at paragraph 1.70 but suggest the addition of the word 'historic' as well as built and natural.</p>	Historic England	Noted - no change	Drafting / minor amendment
<p>We welcome the notion of the consideration of space and movement and the idea that in certain locations priority should be given to modes that best preserve that specific setting or location. However, we would caution against an over simplistic use of this assessment narrative which could lead to further denudation of setting and wider historic environment. Consideration of setting and (historic) environment should apply to all schemes, irrespective of whether they are considered to be cultural treasures or not.</p>	Historic England	The user hierarchy has been revised to better reflect the place and movement function of specific streets, which includes consideration of the historic environment.	Drafting / minor amendment

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>We note the many and varied key projects for Cambridgeshire and Peterborough including:</p> <p>Highways  A47 Corridor Improvement  A1 Baldock to Brampton  A428 dualling and Oxford to Cambridge Expressway  A10 Ely to Cambridge  A14 Cambridge to Huntingdon Improvement Scheme  Huntingdon Third River Crossing  Kings Dyke Level Crossing</p> <p>Public Transport  Fenland Station Regeneration (Whittlesey, March, Manea)  Soham Station  Cambridge South Station  Waterbeach Station relocation  Cambridge Autonomous Metro  East West Rail  Cambridge Rail Capacity Study  Alconbury Weald Travel Hub  East Coast Mainline Improvements  March - Wisbech Rail Link</p> <p>All of these schemes will inevitably have impacts on the historic environment. Historic England has provided or will provide specific advice on a number of these schemes. These are large projects, the details of which cannot be adequately considered here but encourage early engagement with Historic England as a statutory consultee. We support a cross boundary strategic level consideration of transport infrastructure and look forward to being involved in specific proposals as they progress.</p>	Historic England	Noted - future requirement for CPCA to engage / consult with CPCA re transport schemes as a statutory consultee.	Future requirement for CPCA
<p>We are keen to ensure that growth and development conserves and enhances the significance of heritage assets throughout Cambridgeshire and Peterborough. All proposed infrastructure schemes and route options should take into consideration their impacts on heritage assets and their setting alongside archaeological potential. We welcome early engagement on these schemes</p>	Historic England	Noted - future requirement for CPCA to engage / consult with CPCA re transport schemes as a statutory consultee.	Future requirement for CPCA

Feedback	Organisation	Proposed revision(s)/response	Topic area
so that the historic environment can be given appropriate consideration form the outset.			
Transport and the environment (p76) We welcome the reference in paragraph 2.43 to protecting and enhancing the natural, historic and built environment. However, much of the rest of this section focuses on biodiversity etc. More emphasis should be placed on what will be done in respect of protecting and enhancing the historic environment in relation to transport planning.	Historic England	Greater detail regarding protecting and enhancing the historic environment in relation to transport planning is provided in the Policies Annex.	Protecting / enhancing built environment
There are a number of major transport infrastructure projects and options discussed within this section of the document. As above, Historic England has provided or will provide specific advice on a number of these schemes. These are large projects, the details of which cannot be adequately considered here but welcome early engagement in respect of specific schemes.	Historic England	Noted - future requirement for CPCA to engage / consult with CPCA re transport schemes as a statutory consultee.	Future requirement for CPCA
Policies We welcome the inclusion of a policy for the historic environment. However, on page 145 in policy 9.2 the wording should be amended to read 'Conserving and enhancing our built and historic environments' in line with the wording in the NPPF. The final column should also be amended because it is more than just protecting the historic environment but also enhancing it. These same points apply to Annex 1 of the Plan, section 9.2 on page 94. We are concerned that there is no mention of archaeology in this section. The historic environment includes more than just built heritage.	Historic England	Policy 9.2 has been amended in line with this feedback, and reference provided to archaeology.	Protecting / enhancing built environment
The policy currently does not take account of how highways design and the historic environment can be successfully incorporated. We would expect to see schemes assess their impacts upon townscape, historic landscape and heritage assets and design accordingly. New roads, cycle paths and associated infrastructure, including signage and hard standings for example, will result in impacts on	Historic England	Policy 9.2.1 now includes the following: "include a proportionate assessment of any impacts on townscape, historic landscape and heritage assets	Protecting / enhancing built environment

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>landscape and townscape. As such Historic England would want to be reassured that matters of siting, location and design will conserve the historic environment of the area. Therefore, it is important to ensure that transport appraisals properly assess all potential impacts on the historic environment to an appropriate level of detail.</p>		<p>within transport planning and major scheme appraisal, and increase opportunities to enhance the built and historic environment through major scheme delivery"</p>	
<p>All designated heritage assets should be referenced in the policy as well as non-designated heritage assets together with the potential for unknown archaeology. Mention should also be made of the importance of the setting of these assets. The NPPF makes it clear that the significance of heritage assets may be harmed by development (which can include transport schemes) in the setting of heritage assets.</p>	<p>Historic England</p>	<p>Major heritage assets within the policy have been referenced, and the importance of protecting their setting.</p>	<p>Protecting / enhancing built environment</p>
<p>SEA draft Environmental Report The SEA Local Objectives are generally appropriate. We welcome the wording and use of the term "setting" within SEA Local Objectives and questions on page 33, we advise that this wording is used throughout the document.</p>	<p>Historic England</p>	<p>Noted.</p>	<p>Mott Mac</p>
<p>Historic England has published guidance on Strategic Environmental Assessment (SEA), which contains details on baseline information, sustainability issues and objectives, indicators and monitoring. This document can be found here: Historic England Advice Note 8: Sustainability Appraisal and Strategic Environmental Assessment: <a href="https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/">https://historicengland.org.uk/images-books/publications/sustainability-appraisal-and-strategic-environmental-assessment-advice-note-8/</a></p>	<p>Historic England</p>	<p>Noted.</p>	<p>Mott Mac</p>
<p>When considering the relevant policy context, it is important to note that local level documents will also be useful in setting the appropriate context. Figure 4 could helpfully draw on existing Conservation Area Appraisals and relevant Neighbourhood Plans in across the County. It would be helpful to consider the ability of the emerging Local Transport Plan to</p>	<p>Historic England</p>	<p>All scheme development is subject to appropriate, legal / policy requirements with respect to archaeological assets</p>	<p>Mott Mac</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>deal with the effects of development proposals on unknown heritage assets. For example, how will the plan deal with development proposals in areas with archaeological potential but with no known designated or non-designated heritage assets and does the Plan outline how this situation is to be addressed by prospective applicants or decision makers.</p>		<p>(known or unknown) and heritage assets.</p>	
<p>It would be helpful to expand the assessment to include consideration of the effects of alterations to hydrological conditions as this could impact upon water dependent heritage assets including organic remains. This is particularly relevant for developments which may affect drainage which could affect soil chemistry resulting in dewatering for example.</p>	<p>Historic England</p>	<p>Noted and passed on to Mott MacDonald</p>	<p>Mott Mac</p>
<p>Additional guidance</p> <p>We would refer you to our website and pages concerning Transport and the Historic Environment  <a href="https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/">https://historicengland.org.uk/advice/planning/infrastructure/planning-and-transport/</a>. These pages set out the principles that Historic England will follow when discussing national transport policy and major transport development.</p> <p>We would also draw your attention to Streets for All - East of England  <a href="https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/">https://historicengland.org.uk/images-books/publications/streets-for-all-east-of-england/</a>. The manual offers guidance on the way our streets are managed. Specifically of includes advice on traffic management, signage, lighting, ground surfaces and verges etc.</p> <p>Additionally, Highways England have published their design vision and principles 'The Road to Good Design' -  <a href="https://www.gov.uk/government/publications/the-road-to-good-design-highways-englands-design-vision-and-principles">https://www.gov.uk/government/publications/the-road-to-good-design-highways-englands-design-vision-and-principles</a> This document makes reference to place and context (principles 3,4,5,7,8,9) as well as references to heritage / historic environment / culture (4, 6, 9), and landscape.</p>	<p>Historic England</p>	<p>Noted.</p>	<p>Mott Mac</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Conclusion We would recommend early engagement with Historic England in respect of specific schemes and highlight our pre-application advice service (further details of which may be found here: <a href="https://historicengland.org.uk/services-skills/our-planning-services/charter/Our-pre-application-advisory-service/">https://historicengland.org.uk/services-skills/our-planning-services/charter/Our-pre-application-advisory-service/</a> )We remind the authority that harm to the historic environment should be avoided in the first instance (remembering that significance can be harmed by development within the setting of heritage assets). An assessment of impacts upon townscape, historic landscape and historic assets should be included in any future assessment of route and infrastructure options. This may necessitate Heritage Impact Assessment to understand the significance of assets and the likely impact of proposed development upon that significance. Historic England strongly advises that the conservation and archaeological staff of the affected local authorities and County Council conservation staff are closely involved throughout the preparation of the plan and its assessment. They are best placed to advise on local historic environment issues and priorities, including access to data held in the HER, how the policy or proposal can be tailored to minimise potential adverse impacts on the historic environment, the nature and design of any required mitigation measures and opportunities for securing wider benefits for the future conservation and management of heritage assets.Finally, we should like to stress that this opinion is based on the information provided by the Council in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise (either as a result of this consultation or in later versions of the plan/guidance) where we consider that, despite the SA/SEA, these would have an adverse effect upon the environment.</p>	<p>Historic England</p>	<p>Noted - future recommendation for early engagement with statutory consultees on schemes.</p>	<p>Future requirement for CPCA</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>We would encourage the Combined Authority to declare a Climate Emergency and commit to a number of policies and actions to become zero carbon by 2030 and provide assistance to Peterborough in achieving its climate Emergency goals. Some district Councils in Cambridgeshire as well as the County Council have also declared a Climate Emergency which gives further weight to this important issue</p>	<p>Peterborough City Council</p>	<p>The decision to declare a 'climate emergency' is external to Local Transport Plan development, however, the Local Transport Plan has been updated to include "Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change" as an environmental objective.</p>	<p>Climate Change + Zero Carbon</p>
<p>The LTP will be the blueprint which shapes the future of transport decisions for years to come. Therefore, it is important that local Members and the general public have ample opportunity to input into this process and having a 3-month consultation period will achieve this. The Council believes that engagement with Members has been effective, two all Member briefings have occurred with a further one planned on 26 September. In addition, the Combined Authority has agreed to present to the Council's Air Quality Task and Finish Group on air quality policies within the LTP. There have been three public consultation events in Peterborough with a fourth planned on 7 September. These have been welcomed but have not been very well attended despite local publicity and direct contact with key local groups. For future consultations we recommend that consideration is given to more innovative engagement methods to get greater participation from the public and special interest groups</p>	<p>Peterborough City Council</p>	<p>Noted.</p>	<p>Future requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Peterborough is currently developing its Local Cycling and Walking Infrastructure Plans following a successful bid to Government to get external support for this process. Cambridgeshire are also developing Local Cycling and Walking Infrastructure Plans. Further development, expertise and support will be needed to develop the plans further and the Council would welcome further joint working on developing these as well as exploring funding opportunities to achieve significant increases in walking and cycling numbers due to the benefits this can have on congestion, air quality and the health of our residents. In supporting the walking and cycling agenda we are glad that the transport user hierarchy is included within the LTP and that it prioritises walking and cycling as the most important travel modes. In addition to infrastructure, softer measures are also important and lead to an increase in walking and cycling. We encourage the Combined Authority to continue to invest in walking and cycling revenue initiatives in our schools, businesses and with the general public. To reflect this, we would support Cambridgeshire's position that the LTP could be ordered in a different way to reflect the commitment to the user hierarchy, with sustainable modes and initiatives placed towards the front end of the document and road building / private car initiatives towards the end.</p>	Peterborough City Council	<p>The user hierarchy has been retained to identify when walking and cycling (and other non-motorised modes) should receive greatest consideration during planning and design. The policies document is structured in the way described, and the structure of the largest section of the strategy is by sub-area. The overarching strategy document has been revised to place greater emphasis on mode shift, sustainable transport, and net-zero carbon emissions earlier in the upfront strategy section.</p>	Walking and Cycling
<p>We recognise that the Cambridge Autonomous Metro has the potential to truly transform the region. We are pleased that the Combined Authority has funded a mass rapid transit study in Peterborough and we recommend that both of these pieces of work are developed further and that consideration is given to bring these two studies together so that one joined up connected system that works for the whole area can be developed further and rolled out in the future. Now is the right time for this to happen as approval has just been given to move the Cambridge Autonomous Metro project onto the Outline Business Case stage of development.</p>	Peterborough City Council	<p>Further extensions to CAM (including to Peterborough) will be considered as part of Phase 2 of the CAM programme within an initial batch of SOBCs which will commence once the current CAM Phase 1 OBC has been completed. Early engagement is welcomed to</p>	Peterborough Mass Transit

Feedback	Organisation	Proposed revision(s)/response	Topic area
		understand a) what other transport plans exist; and b) what the aspirations / needs / wants are. Development of the CAM network will remain subject to demand-based analysis and VfM tests.	
<p>Rail services play an important role in Peterborough and for the region as a whole. There is rightly a lot of information about east / west connectivity within the LTP and we are aligned with Cambridgeshire in a desire for these services to be improved. However, the east west train service (Birmingham to Stansted) is a vital service for our city and whilst it operates an hourly service it has an appalling lack of capacity often resulting in standing room only. This service regularly operates with only two carriages and the operator is aware of the capacity issue because they often issue apologise as a result of it. The Council believes the Combined Authority should take a leadership role to work with the operator to make swift improvements to this essential service.</p>	Peterborough City Council	The LTP includes improvements to the Birmingham to Stansted service, including higher frequency and capacity, within the rail policy sections.	Rail services
<p>We would also encourage more details on the importance of the East Coast Mainline. The Council is a member of ECMA (Consortium of East Coast Mainline Authorities) which is made up of a number of local authorities, Combined Authorities and regional authorities from Hertfordshire up into Scotland. This group does a lot of campaigning and economic research to promote the benefits of this rail line and has been instrumental in helping to establish the recent All-Party Parliamentary Group for the East Coast Mainline. We would welcome further support in the LTP on this policy and would encourage the Combined Authority to become a member of ECMA.</p>	Peterborough City Council	Noted - Outside of the Local Transport Plan process, CPCA to consider becoming a member of Consortium of ECML Authorities.	Rail services

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A timetable change will be implemented in December 2021 and this change will show the true potential of the new Azuma trains and the new timetable will be the biggest change on the East Coast Mainline since it was electrified in 1991 so it is the ideal opportunity to ensure the people of Peterborough get the services they deserve. A key target, which is mentioned in the LTP, is to have journey times from Peterborough to London in under 40 minutes and this could have a truly transformative impact on the attractiveness of Peterborough as a place for businesses to settle and for people to live.</p>	<p>Peterborough City Council</p>	<p>The target for journey times of less than 40 minutes to London is already included within the LTP strategy and policy.</p>	<p>No action</p>
<p>Public transport and in particular buses are of vital importance for many of our residents. The Combined Authority now has public transport powers and we are supportive of the bus service review that has taken place and the formation of a task force with officers from Peterborough, Cambridgeshire and the Combined Authority who are developing some of the recommendations that came out of the review. The LTP discusses a number of public transport requirements, with the support of park and ride in Cambridge. Although Peterborough did not have park and ride as a future consideration in its fourth LTP we would encourage the Combined Authority to make sure that Peterborough has the right public transport provision, especially given the planned growth.</p>	<p>Peterborough City Council</p>	<p>The work of the Mass Transit Study is supported, and it is noted above that there will be a feasibility study to assess the extension of CAM to Peterborough. CPCA will work with PCC and local partners to improve local public transport.</p>	<p>Drafting / minor amendment</p>
<p>Electric vehicles are of critical importance to the region and the country. Between September 2016 and September 2017, the city saw the biggest increase in electric vehicles anywhere in the country (rising by 52 per cent from 5,425 to 8,249). It is important that this growth continues, and we need further joint working to understand how we can roll out the infrastructure needed to support this change. We would encourage the Combined Authority to undertake some feasibility work on what infrastructure is needed and how this can be rolled out, looking at initiatives for on-street residential parking, further taxi infrastructure (Peterborough recently secured Government funding to install four rapid chargers for taxis)</p>	<p>Peterborough City Council</p>	<p>CPCA to develop its strategy further for EV charging building on current work programmes led by CPCA, CCC and PCC.</p>	<p>Electric vehicles + charging infrastructure</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>and buses amongst other considerations such as the energy requirements for the region. We are of the same opinion as Cambridgeshire in that the LTP should seize the opportunity to state an aim for the region to have a world class network of electric vehicles and charging infrastructure.</p>			
<p>Road safety is of paramount importance to the Council and we are fully supportive of the safe systems approach and the goal of zero fatalities or serious injuries, a vision that is also shared by Cambridgeshire. We look forward to working with the Combined Authority to achieve this goal and recommend that a group is setup to further develop this vision and to ensure that the resources and expertise from all road safety practitioners are in place to make this a reality.</p>	Peterborough City Council	There is already a Cambridgeshire & Peterborough Road Safety Partnership that has supported development of the Local Transport Plan, and which is working towards 'Vision Zero' and implementing a systems approach.	Road Safety
<p>The Council is pleased that the important major schemes have been included in the LTP. The Council has been a member of the A47 Alliance, a group of local authorities and other bodies who are campaigning for full dualling from the A1 interchange into Suffolk, a goal that is also shared by Cambridgeshire County Council. We would welcome further emphasis on improving the A1 north of junction 17 given the level of traffic delay, the dualling of the A47 from Wansford to Sutton and the dangerous access at the Wittering junction. The inclusion of a number of local highways schemes is supported as most of these have been in our previous LTPs and are in our new Local Plan so will be supporting the creation of more jobs and houses.</p>	Peterborough City Council	Greater detail regarding these schemes is provided in the policies annex, and the A47 dualling and Wittering improvement are supported by the CPCA. Further improvements to the A1 north of Junction 17 are a matter for Highways England.	Drafting / minor amendment
<p>The LTP rightly talks about harmonising standards between Peterborough and Cambridgeshire, particularly around highway maintenance standards. This is an important consideration, but the document should make clear that this will be achieved by bringing standards up to the highest level and not by improving one set of standards at the detriment to others.</p>	Peterborough City Council	Noted - there are no proposals to reduce maintenance standards within the Combined Authority area.	Highway maintenance

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>We welcome the commitment of the LTP to “integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment both during construction and operation.” However, greater commitment is required if the Combined Authority is to truly demonstrate its support of Natural Cambridgeshire Local Nature Partnership’s ambition to double the area of rich wildlife habitat and natural greenspaces by 2050 (as endorsed at the Combined Authority Board Meeting 31/07/19) and meet the expectation that mandatory net gain will be included within the forthcoming Environment Act, expected September 2019 (as highlighted within the Chancellor’s spring statement).</p>	<p>Peterborough City Council</p>	<p>The LTP now references the commitment by the CPCA to biodiversity net gain (including the planning of schemes demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces. Work is proposed to be undertaken following the LTP to measure biodiversity, and work towards material net gain through delivery of the LTP. Greater detail regarding this is provided within Policy Theme 9.1.</p>	<p>Biodiversity net gain</p>
<p>We welcome the inclusion of metrics for environmental net gain. This should be developed in consultation with Natural Cambridgeshire Local Nature Partnership, local government officers, statutory bodies and nature conservation organisations (e.g. Wildlife Trust). Local natural capital investment planning should be undertaken to identify the most effective way to deliver appropriate environmental net gain across the region and individual projects.</p>	<p>Peterborough City Council</p>	<p>The LTP now references the commitment by the CPCA to biodiversity net gain. Metrics for environmental net gain, and natural capital investment planning, are a matter for future work.</p>	<p>Biodiversity net gain</p>
<p>In terms of biodiversity net gain, the metric should follow Natural England’s new biodiversity net gain metric (version 2.0), which is expected to be published by the end of July 2019. We suggest that a target of 20% net gain in biodiversity value be set across the LTP projects, in order to deliver a measurable net gain in biodiversity (NPPF 2019). This figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire &amp; Peterborough</p>	<p>Peterborough City Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>having a more impoverished natural environment than most of England. It is also important that all projects deliver long-term management in order for habitats to establish and achieve biodiversity net gain</p>			
<p>The schemes identified (Parkway Network; Eastern Industries &amp; Fengate; Stanground) have the potential to negatively impact on the natural environment including Orton Pit International Site (adjacent to A1139 Parkway) and Local Wildlife Sites (adjacent to A1260 Nene Parkway and Storeys Bar Road, Fengate), as well as protected species. In planning and delivering these schemes the Council will adhere to the biodiversity mitigation hierarchy and also deliver measurable biodiversity net gain and we think this commitment should be reflected within the LTP.</p>	Peterborough City Council	This is now noted in Para 9.19 in the policies annex.	Biodiversity net gain
<p>Greater detail is required within policy 9 to demonstrate how the Combined Authority will achieve net environmental gain as part of the LTP, especially to demonstrate how it will help deliver double the area of rich wildlife habitat and natural greenspace by 2050 (Section 5, NSSF Part 2). Policy 9, and throughout the wider LTP document, implies there is “high quality” natural environment across the Combined Authority area, which is not correct. It is important that the LTP assessment recognises that while there are some areas of high-quality natural environment, these are relatively small isolated sites across an impoverished landscape. Riquotte, J. (2019) shows there has been significant decline in biodiversity value across Cambridgeshire and Peterborough due to agricultural intensification and development (e.g. housing) with the loss of 84% of our semi-improved grassland since 1930s (from 23.7% of land cover in the 1930s to 4.5% by 2018). By 2018, habitats of potential high biodiversity value (semi-natural and marshy grassland, woodland, scrub and trees and water) only account for 11.4% land of the Cambridgeshire and Peterborough; and only 6.4% of the area has any nature conservation designation</p>	Peterborough City Council	<p>The LTP now references the commitment by the CPCA to biodiversity net gain. Delivery of environmental net gain through transport scheme delivery is a matter for future work.</p> <p>Chapter 9 of the LTP now notes that biodiversity has declined in recent decades, and cites the Riquotte work.</p>	Biodiversity net gain

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Small isolated habitats and the species they support are vulnerable to additional pressures, such as pollution and climate change. Any subsequent sterilisation of the landscape, such as LTP projects, have the potential to have a significant impact on the remnant habitats and the resilience of the habitats and species to adapt to these and future pressures. Policy 9 should seek to protect the existing biodiversity assets and avoid adverse impact to any nature conservation designations (including locally important sites) wherever possible through the delivery of the LTP</p>	<p>Peterborough City Council</p>	<p>Policy 9 has been updated in line with this feedback, reflecting the net gain commitment.</p>	<p>Biodiversity net gain</p>
<p>Furthermore, Policy 9 should demonstrate how the Combined Authority will ensure the conservation of biodiversity, and wider environmental net gain will be delivered. Some of the LTP projects may conflict with the habitat opportunities map produced by Riquotte, J. (2019), which identify the best location for the creation of semi-natural grassland, wet grassland / wetland and broadleaved / mixed woodland. We therefore recommend that a clear green infrastructure / biodiversity strategy across the Combined Authority is produced to identify the most effective way to deliver appropriate environmental net gain as part of the LTP, such as the use of natural capital investment planning, and deliver strategic scale biodiversity enhancement across the region and delivery of landscape-scale projects (e.g. Great Fen) to ensure the protection of existing biodiversity and overall measurable biodiversity net gain.</p>	<p>Peterborough City Council</p>	<p>Noted - CPCA will consider the case for development of a biodiversity strategy, linked to continual development of the LTP.</p>	<p>Biodiversity net gain</p>
<p>Policy 9 should also provide a commitment to a specified level of biodiversity net gain upon which the LTP projects will be delivered and recommend that 20% increase in order to deliver a measurable net gain in biodiversity (NPPF 2019) - this figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire &amp; Peterborough having a more impoverished natural environment than most of England. Greater Cambridge Partnership are also looking to implement this figure within their projects.</p>	<p>Peterborough City Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
Policy 9 should also commit the Combined Authority to long-term management of the biodiversity assets for the lifetime of the operational phase of the transport projects, to continue the conservation of habitats and prevent biodiversity loss in the long-term.	Peterborough City Council	Ongoing management of transport scheme biodiversity assets is a matter for the individual scheme promoter and/or transport authority in question.	Biodiversity net gain
In conclusion we are supportive of the LTP; of the collaborative process followed between the Council, Cambridgeshire County Council, the Greater Cambridge Partnership and the Combined Authority; the level of consultation undertaken; and would welcome the inclusion of the points that we have made above	Peterborough City Council	Noted.	Document format
Have we provided a clear and complete explanation of what the Local Transport Plan is? - YES, However, the document is very repetitive and could be reduced in size to make it more accessible and quicker to digest.	Huntingdonshire District Council	Noted.	Document format
Have we provided a clear and complete explanation of why Cambridgeshire and Peterborough require a new Local Transport Plan? - YES	Huntingdonshire District Council	Noted.	No action
Rating of objectives: 3 - Housing: Support new housing and development to accommodate a growing population and workforce and address housing affordability issues · 1 - Employment: Connect all new and existing communities sustainably so that all residents can easily access a good job within 30 minutes, spreading the region's prosperity · 6 - Business and Tourism: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports · 8 - Resilience: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability · 10 - Safety: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries · 2 - Accessibility: Promote social inclusion through the provision of a sustainable	Huntingdonshire District Council	Noted.	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>transport network that is affordable and accessible for all</p> <ul style="list-style-type: none"> <li>· 4 - Health and Wellbeing: Provide healthy streets and high-quality public realm that puts people first and promotes active lifestyles</li> <li>· 9 - Air Quality: Ensure transport initiatives improve air quality across the region to exceed good practice standards</li> <li>· 7 - Environment: Deliver a transport network that protects and enhances our natural, historic and built environments</li> <li>· 5 - Climate Change: Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</li> </ul>			
<p>To what extent do you agree with the overarching strategy in the Local Transport Plan? - AGREE</p>	<p>Huntingdonshire District Council</p>	<p>Noted.</p>	<p>No action</p>
<p>General Comments</p> <p>The draft Local Transport Plan (LTP) needs to ensure that its aims, objectives and projects are interlinked with all Combined Authority Strategies and Local Plans. Together these strategies must ensure that they enable the right growth to come forward in the right places, for the right reasons and at the right time. The Non-Statutory Spatial Framework (NSSF) needs to articulate growth aspirations that have been tested for sustainability in order to mitigate against the risk of any inappropriate development. Consultation on the NSSF has not yet been undertaken, nor a draft Framework published, therefore the Combined Authority approach to growth has not yet been adequately addressed. The LTP must ensure that it comes forward in a coordinated way that supports the agreed aspirations of the NSSF; this will ensure that the various strategies that impact upon the Cambridgeshire and Peterborough Combined</p>	<p>Huntingdonshire District Council</p>	<p>Noted</p>	<p>NSSF + the LTP</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Authority Area come forward as an aligned package with interlinking values and objectives.</p>			
<p>The Council would value continued involvement in the development of further site, or infrastructure specific, Transport Delivery Plans especially those focussing on areas which involve or are in proximity to Huntingdonshire District Council Area. These include but are not limited to: The Cambridgeshire Autonomous Metro Cambridge to Cambourne and St Neots route; the Oxford to Cambridge Expressway and dualling of the A428, delivery of a new railway corridor between Bedford and Cambridge, Alconbury Weald transport and infrastructure improvements; A1 and A141 capacity enhancements, public transport enhancements, Wyton Airfield access, transport accessibility to St Ives and St Neots.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - CA to work closely with local partners</p>	<p>Requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Huntingdonshire District Council’s corporate objectives include:· the facilitation and provision of opportunities for positive activities that support residents’ health and wellbeing needs;· prioritising accessible, high quality and well maintained open space, walking and cycling facilities on new housing developments; and· improving the quality of the environment, by including infrastructure that supports people to walk and cycle.The Council supports district wide Huntingdonshire walking and cycling improvements as identified in Figure 3.3 and on page 111 of the draft LTP especially around Huntingdon where improved infrastructure and alternatives modes of travel to vehicle use on the ring road would be very beneficial. The development of Local Cycling and Walking Implementation Plans (LCWIPs) is welcomed and early engagement with the Council is encouraged to link LCWIPs with current and future growth objectives.Consistent with the Council’s corporate objectives it is agreed that modal shift should not be an add-on extra to the LTP. Opportunities to provide multi-modal transport corridors should be identified and promoted within the draft LTP. Additional focus should also be attributed to the ‘first mile’ and ‘last mile’ of journeys. Enabling multi-modal transport hubs and improved cycling, walking and public transport connections for residents and commuters is vital to encourage commuting and sustainable travel by providing a variety of travel options in both rural and urban areas.Connectivity of cycling and walking routes within the district is limited outside key locations in Huntingdonshire. Greater emphasis should also be afforded to resolving missing links and capturing opportunities for longer distance cycle routes for commuting and recreation.The Council approves of the Combined Authority’s ambition to provide faster, more reliable digital connectivity, with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate. However, there is very little information to support this objective, or the identified infrastructure projects. Faster and</p>	<p>Huntingdonshire District Council</p>	<p>The overarching LTP strategy has been amended to place greater emphasis on sustainable transport, integration, and complete journeys earlier in the document.</p>	<p>Walking and Cycling</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>more reliable digital infrastructure is a key component to achieving alternative working behaviours such as home working and video conferencing which can decrease the need to travel and contribute towards reducing congestion on our roads.</p>			
<p>Specific Comments Scheme selection In paragraph 1.89 the Combined Authority commits to identifying the process through which new schemes can come forward for development and investment decisions. Currently, the Combined Authority, Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership have different processes for scheme prioritisation. The draft LTP notes that the feasibility of a single process` will be investigated as part of the Combined Authority's budget setting and the business plan process for capital and revenue investment in schemes and policies. The Council would encourage further district consultation when options for scheme prioritisation have been identified.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - schemes will be prioritised in line with the CA Assurance Framework.</p>	<p>Requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Funding</p> <p>Paragraphs 1.90 to 1.92 of the draft LTP identify a number of potential funding sources for new transport schemes and existing projects. The Council agrees that investigation into funding sources is an important step towards the progression and implementation of identified infrastructure schemes.</p> <p>The benefits of new or improved transport corridors and infrastructure will not solely be realised along the route where it is established. Better transport connections will provide benefits to areas further afield potentially accelerating growth nearby. When assessing funding options for new infrastructure it is recommended that the Combined Authority consider what mechanisms should be put in place to ensure that all areas that could benefit from infrastructure provision fairly and proportionately contribute towards its implementation depending on which funding option is chosen.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>It is recommended that more thought should be given to assess the impact of any potential new financial burdens on the viability of development coming forward. It is anticipated that some of the suggested funding streams such as Land Value Capture mechanisms could detrimentally slow development, reduce availability of sites and the appetite for development if profit margins are reduced significantly. In some cases, this could halt development completely if land is already under option; this is likely to be more prevalent given the existing public knowledge of the Cam-OX corridor.</p>	<p>Huntingdonshire District Council</p>	<p>The CPCA will continue to consider the impact of any new funding mechanisms (e.g. LVU) set out in the LTP on the viability of development going forward.</p>	<p>Transport Funding</p>
<p>It is essential that the impact on housing delivery is minimised and that development comes forward in the right way. Any benefits from improved major infrastructure could be diminished if additional financial burdens impact upon viability or pre-determined profit margins. In particular, valuable infrastructure such as affordable housing, or open/green space could be affected. Affordable housing in many districts is already particularly vulnerable to financial pressures and therefore the impact upon this provision should be adequately</p>	<p>Huntingdonshire District Council</p>	<p>The CPCA will continue to consider the impact of any new funding mechanisms (e.g. LVU) set out in the LTP on the viability of development going forward.</p>	<p>Transport Funding</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>assessed before a funding solution is chosen. As noted in earlier comments all Combined Authority strategies and district Local Plans must inform and interconnect to achieve the agreed growth objectives, therefore it would also be prudent to consider how the Combined Authority would tackle or accelerate affordable housing provision if funding for infrastructure impacts upon its delivery.</p>			
<p>Business Rates have become an increasingly important part of the Council's budget, any supplement to business rates should assess the impact that this may have on the retention and growth of businesses and the effect that this may have on the Combined Authority's vision to double GVA over 25 years.</p>	<p>Huntingdonshire District Council</p>	<p>Noted.</p>	<p>Transport Funding</p>
<p>Strategy Overview Paragraph 2.7 focusses on decreasing journey times in order to increase the geographical catchment from which to draw growing workforces, enabling businesses to grow. It is agreed that decreasing journey times enables better commuting and provides more accessible job opportunities for our residents. However, the overall strategy, aims and objectives of the draft LTP fail to address the issue of future business investment. Emphasis should also be placed on providing an effective transport network that can spread prosperity within the Combined Authority area by making areas attractive to new business investment and enabling business relocation into the region. This would be achieved as a result of improved ease of movement across the Combined Authority area and a greater choice of transportation options.</p>	<p>Huntingdonshire District Council</p>	<p>Detail on how the LTP helps to attract investment across the Combined Authority area is provided in the policies annex (in 'Enhancing Business Connections' and in the modal policies)</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Environment</p> <p>Paragraph 2.43 of the draft LTP includes objectives to deliver a transport network that protects and enhances our natural, historic and built environments. Ideas include linking to high quality open space, integrating environmental considerations including biodiversity net gain throughout development of the future transport network and ensuring that all new transport schemes cause minimal disruption to the environment both during construction and operation. Some of these actions may be supported by Local Plan policies, especially those relating to the conservation and enhancement of the built and natural environment. It is noted however that the draft LTP provides little information to expand on how this would be achieved from a Combined Authority perspective and what may be expected from local councils. The Council recommends further detail or an identified course of action to expand on this aim.</p> <p>Paragraph 2.44 also aims to ensure that transport initiatives improve air quality across the region by investigating the electrification of local taxi fleets and running buses on sustainable fuels. There is mention within the document of a trial of electric and hybrid buses in Cambridge to understand and examine their operation on the local network, rapid electric vehicle charging points in Peterborough and the inclusion of high-quality electric vehicles on the Cambridge Autonomous Metro network. However, it is unclear when further projects would be identified to achieve this objective. It is suggested that a next step is identified to underpin this objective.</p>	<p>Huntingdonshire District Council</p>	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'. Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/mayoral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/mayoral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Environmental Goal</p>
<p>Huntingdonshire Local Strategies section 3 Paragraph 3.94, bullet three includes Wyton Airfield in the St Ives Spatial Planning Area. Wyton Airfield was removed from the St Ives Spatial Planning Area in the 'Submission' and now 'Adopted' Local Plan. Although removed from the St Ives Spatial Planning Area the Council confirms in Huntingdonshire's Plan to 2036 that it still considers that the site could provide the opportunity to make a positive contribution to meeting future needs of the</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>district. Any infrastructure to facilitate this aim is supported by the Council.</p>			
<p>The Council welcomes reference to tackling congestion at key junctions such as the Buckden Roundabout in paragraph 3.96. Local capacity and safety improvements to the Buckden roundabout are also identified in 'Appendix A: High Level Delivery Plan'. It is recommended that the local capacity and safety improvements at Buckden should extend to multi-modal means of travel improving connectivity along the A1 corridor and reaching the more isolated small settlements to the East of Buckden. Such enhancements should also be considered alongside infrastructure improvements to the St Neots – Cambourne – Cambridge corridor.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - all new highway infrastructure will include parallel walking and cycling infrastructure, as set out in the policies annex.</p>	<p>Drafting / minor amendment</p>
<p>The Council endorses the Combined Authority's intention to continue investment in the highways network and sustainable alternatives as identified in paragraph 3.102. It is recommended that additional focus should also be attributed to the 'first mile' and 'last mile' of journeys to encourage commuting and sustainable travel by providing a variety of travel options in both rural and urban areas and making them more desirable to get to and from by bicycle</p>	<p>Huntingdonshire District Council</p>	<p>The overarching LTP strategy has been amended to place greater emphasis on sustainable transport, integration, and complete journeys earlier in the document.</p>	<p>First and Last Mile</p>
<p>Paragraph 3.103 identifies that the bus network is key to delivering greater connectivity throughout the Combined Authority area linking larger market towns with some smaller villages through more frequent local routes and establishing frequent services for core inter-urban routes. Huntingdonshire's Local Plan to 2036 identifies Ramsey as a Spatial Planning Area and one of four market towns within Huntingdonshire suitable for sustainable growth. The Spatial Planning Areas are responsible for providing approximately three quarters of the district's objectively assessed need for housing and the majority of employment and retail growth. The draft LTP has not identified any interventions,</p>	<p>Huntingdonshire District Council</p>	<p>Reference to improved links to more rural market towns such as Ramsey has been included in the LTP strategy. Future work will consider how Ramsey can better connected to the rest of the Combined Authority area, including within the Bus Reform Task Force.</p>	<p>Ramsey projects</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
improvements or projects for the Ramsey area and the Council would support the inclusion and opportunity to improve infrastructure in and around this market town.			
In order to work towards a local community and demand responsive public transport the Combined Authority must ensure that it not only works in partnership Huntingdonshire District Council but also key sector partners. This intention should be included in paragraph 3.104.	Huntingdonshire District Council	This is referenced in the strategy and the accompanying policies annex.	Drafting / minor amendment
It is agreed that all forms of public transport should be integrated to provide a comprehensive rural transport network as mentioned in paragraph 3.105. Integrated ticketing systems and rural travel hubs will enable rural areas to benefit economically and socially from enhanced public transport opportunities. Schemes identified to improve rural transport infrastructure should also include projects to join up cycling infrastructure where missing links exist creating a comprehensive cycle network and the establishment of longer routes that could be used for both recreation and commuting.	Huntingdonshire District Council	Noted - no action	No action
It is agreed that additional highway capacity and improved accessibility (identified in paragraph 3.107) are important to support and accelerate the delivery of homes and jobs at Alconbury Weald. The Council believes that a railway station will also provide benefit to the area. Enabling a north-south rail connection will bring benefits to residents, workers and businesses within the new development and create valuable links to other economic hubs.	Huntingdonshire District Council	Development at Alconbury will initially be supported through improved segregated bus infrastructure to Huntingdon and St Ives, and through a new travel hub. Future work will consider how Alconbury Weald could be integrated into the CAM network and/or provide onward access to the rail network.	Rail services

Feedback	Organisation	Proposed revision(s)/response	Topic area
Section 3.109 on page 111 of the draft LTP states that continued support for electric vehicles, in partnership with local districts and national government, will help to tackle carbon emissions and improve local air quality. Little information is provided to expand on how this would be achieved and what is expected from local councils. The Council recommends further detail or an identified course of action to expand on this aim.	Huntingdonshire District Council	Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs.	Electric vehicles + charging infrastructure
Figure 3.3 Summary of Key projects in Huntingdonshire' displays proposed infrastructure improvements from St Neots to Cambridge through the Cambridge Autonomous Metro and the dualling of the A428. Multi-modal transport infrastructure should also be illustrated in this area in order to reflect the Combined Authority's objectives and Huntingdonshire District Council's commitment to including infrastructure that supports walking and cycling.	Huntingdonshire District Council	The commentary makes clear that new transport corridors - both highway and public transport - will include parallel segregated infrastructure for pedestrians and cyclists.	Drafting / minor amendment
Huntingdonshire District Council supports the intention to improve the A1 corridor and the need for upgrades at Brampton. Improvements at Buckden should also be included in paragraph 3.113 to mirror identified infrastructure projects set out in Appendix A of the draft LTP.	Huntingdonshire District Council	Improvements at Buckden Roundabout are now referenced directly in Para 3.114	Drafting / minor amendment
Paragraph 3.115 states that the Combined Authority will work with the East West Rail Company and the Department for Transport to deliver a new railway corridor linking Cambridge, Bedford, Milton Keynes and Oxford and to ensure that it best serves Huntingdonshire, including provision for new or expanded stations at St Neots. This is supported by the Council	Huntingdonshire District Council	Support for a specific route / station option for East West Rail is external to the development of the Local Transport Plan, which provides strong support to the delivery of East West Rail.	East West Rail
The A428 improvement scheme identified in paragraph 3.116 is one of a number of key strategic transport schemes within the district. A previous consultation was held in 2017 on the preferred route options and proposals for the Black Cat roundabout. The Council supports the 'Orange' route with the incorporated minor changes to move it slightly further south-west from St Neots where it crosses Potton Road and the B1046	Huntingdonshire District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>The draft Local Transport Plan includes the dualling of the A428 between Cambourne / Caxton Gibbett and the Black Cat Roundabout, as part of the delivery of the wider Oxford to Cambridge Expressway. The existing A428 near to St Neots and Caxton Gibbet is the only remaining stretch of single carriageway between the two key economic hubs of Cambridge and Milton Keynes. The road is regularly congested and causes significant delays to the public and businesses. The Black Cat roundabout, where the A1 meets the A421 and the A428 near St Neots is a daily source of delays and congestion – currently in the top 20% nationwide.</p>	<p>Huntingdonshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>Huntingdonshire District Council responded to the recent A428 consultation which closed on the 28 July 2019. The Council encourages the Combined Authority to take note of the submitted comments in the progression of this project and within any future Transport Delivery Plans</p>	<p>Huntingdonshire District Council</p>	<p>CA to note Hunts District Council comments to A428 consultation</p>	<p>Requirement for CPCA</p>
<p>The proposed local transport schemes for Alconbury Weald identified in paragraph 3.117 should also include a railway station. Enabling a north-south rail connection would benefit residents, workers and businesses within the new development and create valuable links to other economic hubs.</p>	<p>Huntingdonshire District Council</p>	<p>Development at Alconbury will initially be supported through improved segregated bus infrastructure to Huntingdon and St Ives, and through a new travel hub. Future work will consider how Alconbury Weald could be integrated into the CAM network and/or provide onward access to the rail network.</p>	<p>Rail services</p>
<p>Paragraph 3.120 recognises St Neots as the largest Market Town in the District of Huntingdonshire. The town would benefit from a rail connection to Cambridge. The Council supports the inclusion of a North-South / East-West rail interchange with the East Coast Main Line</p>	<p>Huntingdonshire District Council</p>	<p>Support for a specific route / station option for East West Rail is external to the development of the Local Transport Plan, which provides strong support to the</p>	<p>East West Rail</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
		delivery of East West Rail.	
CCC Supports the general direction of the CPCA Draft LTP. It highlights the important issues within Cambridgeshire and Peterborough, and is positive in its standpoint in tackling these key transport issues facing the region	Cambridgeshire County Council	Noted - no action	No action
The section on Transport and the Economy does not cover the benefits of cycling and walking to the economy in terms of health and accessibility to jobs, both for short journeys and longer journeys when combined with public transport. There is also no mention of how the rise of the e-bike is enabling longer journeys to be made by bike. Cycling is a key mode for the Greater Cambridge area	Cambridgeshire County Council	The 'Transport and the Economy' section has been updated to include the economic benefits of walking + cycling. Greater reference to the potential for the e-bike to enabling longer-distance journeys to be made by bike has been provided throughout the document.	Walking and Cycling
The draft aims and objectives, as set out in the LTP are supported.	Cambridgeshire County Council	Noted - no action	No action
We are pleased to see alignment of these objectives with those set out in key economic evidence base documents such as the CPIER and LIS, but also the inclusion of key environment and societal objectives. Air Quality is a key issue for parts of the County, and it is important that the LTP continues to tackle this. Tackling Climate Change is also key, particularly in the context of the Declaration of a Climate Emergency by Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and Peterborough City Council.	Cambridgeshire County Council	Noted - no action	No action
5. Cambridgeshire also suffers with a disparity in accessibility by transport, with rural areas heavily reliant on private car, creating issues in terms of access for jobs, healthcare, services and leisure, subsequently creating inequality. This is a vital issue for the LTP to address, so the inclusion of aims and objectives around this is welcomed	Cambridgeshire County Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Road Building</p> <p>6. We recognise the issues with road capacity and congestion across much of the county, and the impact this has on restricting economic and housing growth. It is also recognised that in some cases road capacity improvements are necessary in order to help mitigate this. However, it is important that for the benefit of the built and natural environment, and also in the interests of cost benefit, that all options of viable alternatives to providing for the private car should be considered alongside road capacity increases. In many cases, a multimodal package of transport measures is required to alleviate issues and deliver real transport benefits</p>	Cambridgeshire County Council	<p>Noted - no action.</p> <p>The focus within the LTP is ensuring all alternatives to the car are considered, and that highway interventions are planned in parallel with public transport, walking and cycling alternatives.</p>	No action
<p>Partnership working</p> <p>7. We are pleased to see the commitment to work in partnership with key local stakeholders and the business community. The County Council is keen to work closely with CPCA to achieve the aims and objectives of the LTP. It is vital that the work of the CPCA is aligned with those at the GCP and that the LTP is aligned with Local Plan aspirations at the District and City Councils. Indeed, the CCC response has been worked up closely with partner authorities, with numerous areas of commonality</p>	Cambridgeshire County Council	Noted - no action	No action
<p>Child documents to the LTP</p> <p>8. It is noted that there will be an LTP delivery plan, which is yet to be published for consultation.</p> <p>9. However, the previous Cambridgeshire LTPs (including LTP3 that was adopted as part of the CPCA's interim LTP) informed the policy direction of a number of 'child documents'. These include:</p> <ul style="list-style-type: none"> <li>• Area specific strategies for Cambridge &amp; South Cambridgeshire, East Cambridgeshire, Fenland and Huntingdonshire</li> <li>• The Rights of Way Improvement Plan</li> <li>• The HGV Routing Strategy (and map)</li> <li>• Highways Policies</li> <li>• Smart Transport Strategy</li> <li>• Existing or new mode specific strategies such as for Public Transport, Active Travel (including the Local Cycling and Walking Infrastructure</li> </ul>	Cambridgeshire County Council	CA to confirm status of 'child documents' which traditionally sit alongside the LTP	Child documents

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Plan</p> <p>10. It is unclear from the current Draft LTP what status the current documents will have, where they will sit and who will be responsible for producing or updating them. This is a key point as these documents typically go into a level of detail that is not covered by an LTP. They therefore play a pivotal role in the formulation of evidence bases for Local Plans, for transport schemes and programmes, and for the negotiation of transport related planning obligations from development. All of the Districts and PCC are aligned in the opinion that this is a vital element to be addressed within the LTP</p>			
<p>User Hierarchy</p> <p>11. We support the user hierarchy; however, it is important to consider an opportunity to create areas of enhanced 'Place' where there may be existing high numbers of vehicle movements, particularly in urban areas. The document could also be ordered in a different way to reflect the commitment to the User Hierarchy, with sustainable modes and initiatives placed towards the front end of the Plan and road building/private car initiatives towards the end</p>	Cambridgeshire County Council	The user hierarchy has been revised to better reflect the place and movement function of specific streets, which includes consideration of the historic environment.	User hierarchy
<p>Climate Change, Carbon Emissions and Energy Reduction</p> <p>12. Cambridgeshire County Council declared a Climate Emergency in May 2019 and signed in July 2019 UK100's pledge for 100% clean energy for Cambridgeshire by 2050. We recommend to the Combined Authority to reflect the importance of climate change and carbon emissions reductions into the Vision for the LTP and have suggested wording for you to consider. Vision statement: 'To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all whilst reducing its carbon footprint to net zero by 2050'</p>	Cambridgeshire County Council	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-">https://cambridgeshirepeterborough-</a></p>	Climate Change + Zero Carbon

Feedback	Organisation	Proposed revision(s)/response	Topic area
		ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/).	
<p>13. The LTP objective for climate change is to “Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change”. While the County Council supports this objective, it notes that the national policy position has changed since the LTP was drafted. The LTP objective should be reviewed in the context of the new “net zero” emissions by 2050 national policy position and Governments interim targets of 51% reduction by 2025 and 57% reduction by 2030 on a 1990 baseline. Government is currently meeting targets for its 1st, 2nd and 3rd carbon budgets but the 4th carbon budget is not yet on track for delivery. Transport is a major contributor to the UK carbon footprint and Cambridgeshire’s</p>	Cambridgeshire County Council	Noted - no action	No action
<p>14. The CPCA should consider how it brings the “net zero” policy position into the assessment of its transport programme and schemes, and the trajectory of emissions reduction from the transport sector that will be needed to meet the national objective. It should also consider in detail how the use of existing and planned new infrastructure may need to evolve over time to make the most efficient use of it, in terms of energy usage, emissions, capacity and congestion. It should look to ensure that the initial benefits of new infrastructure are locked in, and are not lost as suppressed demand or transfer of mode to car leads to unintended increases in private car travel with an attendant increase in emissions. This is an argument shared by PCC and the Greater Cambridge Planning service in their responses</p>	Cambridgeshire County Council	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-</a></p>	Climate Change + Zero Carbon



Feedback	Organisation	Proposed revision(s)/response	Topic area
		commission-on-climate-change/).	
<p>15. Paragraph 1.97 of the LTP details a proposed metric on transport emissions based on CO2 emissions from travel along Cambridgeshire and Peterborough’s road network. Tackling the operational carbon footprint of the vehicle fleet will come through the provision of clean energy to support electric vehicles but unless access to clean energy is carefully planned and EV charging infrastructure developed properly, the transition to EV’s could be pushed into the future when this is needed now. It is worth highlighting that simply replacing one petrol/diesel car with an electric car will bring down operational carbon emissions, but this does not address emissions associated with construction of transport infrastructure and the manufacture of the vehicle fleet, which will also need to be taken into account in the future. Even with an all-electric vehicle fleet, there will still be a requirement for “net zero” power generation for the manufacture and operation of that fleet if it is to meet the “net zero” objective.</p>	Cambridgeshire County Council	<p>Support for EVs is balanced by a continued emphasis on supporting walking, cycling and public transport and encouraging mode shift. Future work will consider, in detail, how net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	Electric vehicles + charging infrastructure
<p>16. Carbon footprint work is currently being carried out for Cambridgeshire County Council by the University of Cambridge Science and Policy Exchange (CUSPE). This will identify scenarios for getting to net zero by 2050 for all sectors including transport. The Council is currently sharing this work with the Combined Authority and hopes this can be included as part of the LTP evidence base to supplement section 2.41- 2.45 and by extension inform future scheme prioritisation and delivery plans still under development. It’s important to note, Figure 2.8 on transport Co2 emissions per capita (Evidence Base Annex), show emissions reductions from 2005 to 2015 but this graph would benefit from updating with where these</p>	Cambridgeshire County Council	<p>Future work will consider, in detail, how the CPCAs net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	Climate Change + Zero Carbon

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>are today and more importantly on the graph show where they need to be by 2025, 2030 and 2050 in line with the 4th, 5th and 2050 government targets</p>			
<p>17. When considering the prioritisation of its programme in the context of climate change and emissions, the County Council would suggest that the Combined Authority place a greater focus on the provision of mobility services and use of public transport. The Government’s industrial Strategy and Grand Challenges (BEIS 2018) is driving the UK’s Clean Growth and ambitious Mobility Services to be world leading. The CAM metro reflects this ambition and should also prioritise mobility services as part of its hierarchy. Emissions per passenger mile are generally far less than those associated with a private car, even if the vehicle is not ‘green’ and the emissions per vehicle are higher</p>	Cambridgeshire County Council	The LTP overarching strategy section has been revised to place greater emphasis on supporting walking, cycling and public transport, and the net zero commitment.	Public transport
<p>18. EV network There is a need for specific plans to support low emission vehicle roll out and use, with a strategy for increasing chargepoint capacity across Cambridgeshire and Peterborough, and including rapid chargepoints at strategic points. The Combined Authority should seize the opportunity to state an aim for the Cambridgeshire and Peterborough region to have a world class network of electric and low emission vehicle charging vehicles and infrastructure</p>	Cambridgeshire County Council	Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs and charging infrastructure.	Electric vehicles + charging infrastructure
<p>19. The LTP currently states the current electricity grid prevents this, and that it will engage with the relevant bodies and stakeholders to improve the grid. Cambridgeshire County Council has shared with the Combined Authority a project under development with UK Power Networks, businesses, Greater Cambridge Partnership and Local Authorities, to integrate land use, transport and energy planning. The aim of this project is to develop an energy infrastructure plan and funding strategies to deliver a ‘whole</p>	Cambridgeshire County Council	Noted	Electric vehicles + charging infrastructure

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>energy system' that supports the decarbonisation of transport (heat and growth too) by 2050 at least cost. It will be helpful if the project is included in the LTP as supporting the delivery of the ambitions of the strategy and the decarbonisation of transport. Further details can be shared with the Combined Authority. This project will identify the EV infrastructure requirements across Greater Cambridge and East Cambridgeshire initially to support future projections and demand for electric and low emission vehicles and provide a clear plan of action to deliver</p>			
<p>Technology &amp; SMART Transport 20. This is an important inclusion within the plan. The LTP contains some 'hooks' for improvement of the Smart transport network throughout the CA area, which is positive. However, the LTP does not mention some major themes within smart transport technology, such as Mobility as a Service. It is vital that the Plan is adaptable so as technology changes, the LTP can reflect progress and is positioned to support the implementation of technological solutions. Like many other areas, CCC would like to see a focussed Smart Technology Strategy as a child document to help deliver the overall approach and aspirations set out within the LTP on this</p>	Cambridgeshire County Council	Greater usage of 'smart' technology is outlined within Policy Theme 6.4: The Future of Mobility	Mobility-as-a-Service
<p>33. CCC would like to see potential new stations at Fulbourn and at Cherry Hinton included within the long-term rail aspirations in the LTP. These proposals have featured in the Cambridgeshire Long Term Transport Strategy (a child document to the LTP) as part of a vision to increase the rail offering to the east if the county.</p>	Cambridgeshire County Council	Reflecting the early stage of these projects, they have not been included in the LTP.	Rail services
<p>34. More emphasis on electrifying the entire rail network in the CPCA area would be welcomed, in the light of a need to tackle climate change and emissions</p>	Cambridgeshire County Council	Greater emphasis on electrification of the rail network in the CPCA area has been included in the LTP.	Rail services
<p>35. The LTP notes the possibility to reform the bus network through franchising. The opportunity to improve bus provision in Cambridgeshire is supported by CCC, and the possibility of improving the bus fleet in relation to emissions should be taken. This could be</p>	Cambridgeshire County Council	Greater emphasis on a cleaner bus fleet, particularly in the light of bus franchising / EP	Air quality

Feedback	Organisation	Proposed revision(s)/response	Topic area
reflected more thoroughly in the LTP, reflecting the experiences of low emission vehicles used by Transport for London and is particularly important in areas of poor Air Quality.		powers, has been included in the LTP.	
Cycling 37. We note and support the presence of active travel and cycling specific objectives, and the inclusion within the LTP to improve this as a mode. However, the LTP could place stronger emphasis on the role cycling plays in commuter movements, particularly in the Greater Cambridge region. Cycling provides for over 1/3 of journey to work trips in the Greater Cambridge area and this needs to be reflected as strongly as possible within the LTP	Cambridgeshire County Council	The 'Transport and the Economy' section has been updated to include the economic benefits of walking + cycling, including for commuting journeys.	Walking and Cycling
Progress to date: 1.15 38. This is out of date. The Ambition Grant money has been spent and includes improved links to employment areas such as Wandlebury to Babraham, Whittlesford Station to Granta Park, A10 Harston and innovative raised cycle lanes on Huntingdon Road, Hills Road and Trumpington Road.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
Progress to date 39. Fig. 1.1 should include (at the bottom) the Local Cycling and Walking Infrastructure Plan (future).	Cambridgeshire County Council	The LCWIPs do not form a 'strategic' document so have not been explicitly included. They are referenced throughout.	Drafting / minor amendment
Evidence Base 40. There is no mention of the fact that cycling and walking levels outside of the Greater Cambridge area are low in comparison to the Greater Cambridge Area and that enabling residents to cycle or walk to public transport hubs is also an opportunity. Also, that the arrival of affordable e-bikes is an opportunity to significantly lengthen the distances that people will cycle to work.	Cambridgeshire County Council	The Evidence Base has been updated reflecting this feedback.	Drafting / minor amendment
Implementing the Strategy 41. There is no mention of the Local Cycling and Walking Infrastructure Plan (LCWIP) with regards to assessment of schemes – this will be a key document when identifying walking and cycling schemes.	Cambridgeshire County Council	The role of the LCWIPs in identifying / assessing schemes has been emphasised throughout the document.	Walking and Cycling

Feedback	Organisation	Proposed revision(s)/response	Topic area
Implementing the Strategy 42. There is no target relating to cycling and walking, for example mode share, in the key metrics section.	Cambridgeshire County Council	It is outside the LTP scope, and evidence base, to set a specific target for walking and cycling.	Walking and Cycling
Guiding Principles 43. Whilst encouraging a modal shift to 'active travel' is included, more emphasis on making shorter journeys by bike and on foot the obvious, most convenient choice for residents would be welcomed. If it is easy to drive for short journeys people will continue to do so whether or not there are good walking or cycling alternatives unless there is more incentive in terms of speed, cost and convenience. The experience of Stevenage is a good example of this.	Cambridgeshire County Council	Greater emphasis / support for walking and cycling has been included throughout the document.	Walking and Cycling
44. The section on 'Integration' does not mention cycling links to P&R sites and transport Hubs which should be an important part of the strategy.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
45. Equally, in 2.48 on Transport and Environment multi-modal travel there is no mention of consideration of cycling and walking for all new Highway and public transport schemes, for example that CAM will include high quality cycle and pedestrian provision along all of the routes.	Cambridgeshire County Council	This has been updated throughout the LTP document and policies annex.	Drafting / minor amendment
Local strategies 46. Greater Cambridge – this touches on the Cambridge cycling phenomenon but doesn't acknowledge the ever-growing importance of cycling as a mode of transport in Cambridge, with figures similar to some Dutch cities or the high level of cycling in South Cambridgeshire compared to the rest of the region (where the census shows falling cycling levels).	Cambridgeshire County Council	The role of cycling in Greater Cambridge has been emphasised in the LTP.	Drafting / minor amendment
48. Despite the high numbers of people cycling to school, college and work on the cycle route alongside the existing busway, cycle provision alongside the new CAM routes are not mentioned in this section and this could give the impression that longer distance routes like these are not seen as important transport options. The Greenways themselves were inspired by the success of providing high quality longer distance provision for cycling,	Cambridgeshire County Council	This has been updated throughout the LTP document and policies annex.	Drafting / minor amendment

Feedback	Organisation	Proposed revision(s)/response	Topic area
walking and equestrian use alongside the busway.			
49. There is reference to the network of Greenways being developed for Greater Cambridge although not for East Cambs and Huntingdonshire where the Greenways do extend partly.	Cambridgeshire County Council	Noted	Drafting / minor amendment
50. Deliveries cause congestion issues for the central area of Cambridge, so more of a mention of last mile delivery by cycle as a solution would be welcomed. Promotion and support of consolidated deliveries by small electric vehicles and cycles should also be included in this section.	Cambridgeshire County Council	The LTP now includes greater detail on 'last mile' deliveries by bike and small electric vehicles and promotion / support of consolidated deliveries	Freight
51. Mention should be made of Bike sharing schemes – supporting and encouraging them as well as managing on-street dockless schemes so that they are not to the detriment of the public realm. They should accord with the agreed Code of Conduct for Cambridge which can be used as a basis for the rest of the region if dockless bike schemes are introduced outside Cambridge.	Cambridgeshire County Council	The LTP now includes greater detail on support / encouragement for on-street dockless bike sharing schemes, subject to agreed Code of Conduct for Cambridge	Walking and Cycling
47. 3.57 –the Cycling Ambition Grant schemes have all been delivered.	Cambridgeshire County Council	The LTP has been updated to reflect that Cycle Ambition Grant funds have already been spent.	Drafting / minor amendment
Huntingdonshire 52. 3.97 This suggests that Huntingdon, St Ives and St. Neots all have high quality dedicated cycle networks which is not the case. This is evidenced by the low level of cycling in the three towns.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
53. There is inconsistency for the different districts - there is no mention of providing cycle routes connecting to public transport hubs for more rural areas in Huntingdonshire (which is policy 12.2 within the modal policies section) or for East Cambs, but it is for Fenland.	Cambridgeshire County Council	The policies annex provides a complete summary of the strategy for walking and cycling across the Combined Authority. Specific district priorities are	Drafting / minor amendment

Feedback	Organisation	Proposed revision(s)/response	Topic area
		identified in each of their strategies, but these are not intended to be exhaustive.	
54. The LCWIP is described as 'Local Cycling and Walking Implementation Plan' throughout the document, this should be Infrastructure Plan.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
55. There is no mention of the LCWIP with regard to prioritisation or implementation of cycling and walking improvements for any of the districts.	Cambridgeshire County Council	This has been updated	Walking and Cycling
Ecology 56. We welcome the commitment of the LTP "integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment both during construction and operation." However, greater commitment is required if the Combined Authority is to truly demonstrate its support of Natural Cambridgeshire Local Nature Partnership's ambition to double the area of rich wildlife habitat and natural greenspaces by 2050 (see Section 5, NSSF Part 2) and meet the expectation that mandatory net gain will be included within the forthcoming Environment Act, expected September 2019 (as highlighted within the Chancellor's spring statement).	Cambridgeshire County Council	The LTP now references the commitment by the CPCA to biodiversity net gain (including the planning of schemes demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces. Work is proposed to be undertaken following the LTP to measure biodiversity, and work towards material net gain through delivery of the LTP.  Greater detail regarding this is provided within Policy Theme 9.1.	Biodiversity net gain
1.97 Key and Other Important Metrics 57. We welcome the inclusion of metrics for environmental net gain. This should be developed in consultation with Natural Cambridgeshire Local Nature Partnership, local government officers, statutory bodies and nature conservation organisations (e.g. Wildlife Trust). Local natural capital investment	Cambridgeshire County Council	The LTP now references the commitment by the CPCA to biodiversity net gain. Metrics for environmental net gain, and natural capital investment	Biodiversity net gain

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>planning should be undertaken to identify the most effective way to deliver appropriate environmental net gain across the region and individual projects.</p>		<p>planning, are a matter for future work.</p>	
<p>58. In terms of biodiversity net gain, the metric should be based on Natural England's Biodiversity Metric 2.0 but adjusted to reflect local situations. The government has confirmed that they will set a mandatory 10% biodiversity net gain for most developments as part of the forthcoming Environment Bill, although mandatory net gain for nationally significant infrastructure will be considered separately (Defra, 2019). However, locally, we consider a 20% net gain target to be more appropriate target to achieve measurable net gain given that Cambridgeshire &amp; Peterborough have a more impoverished natural environment than most of England.</p>	<p>Cambridgeshire County Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>
<p>59. It is also important that all project deliver long-term management in order for habitats to establish and achieve biodiversity net gain. The Government has also confirmed they "will require net gain outcomes, through habitat creation or enhancement as part of delivering mandatory biodiversity net gain, to be maintained for a minimum of 30 years, and will encourage longer term protection where this is acceptable to the landowner" (page 10, Defra, 2019).</p>	<p>Cambridgeshire County Council</p>	<p>Ongoing management of transport scheme biodiversity assets is a matter for the individual scheme promoter and/or transport authority in question.</p>	<p>Biodiversity net gain</p>
<p>2.37 60. Regarding: "Looking further ahead, we may consider a link road connecting the M11 in the Girton area to the A47 in the Guyhirn / Wisbech area". This project hasn't been identified within the LTP projects or HRA assessment and therefore, assume this would be developed beyond the lifespan of the LTP. However, given the significant fragmentation of the landscape caused by the proposed LTP projects, we would seek that any creation of a new road across the landscape be avoided or mitigated against wherever possible.</p>	<p>Cambridgeshire County Council</p>	<p>Reference to the Girton &lt;&gt; Guyhirn/Wisbech link road has been removed from the LTP as it is no longer being actively progressed by the CPCA.</p>	<p>Girton &lt;&gt; Guyhirn/Wisbech link road</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
3.118-3.119 St Ives and Wyton Airfield 61. The corridor of the River Great Ouse and its associated wetland / wet grassland habitats around Huntingdon and St Ives are key biodiversity habitats, which is reflected with the myriad of international, national and locally designated nature conservation sites. It is also identified as a key location for habitat creation as part of Riquotte, J (2019) habitat opportunity maps.	Cambridgeshire County Council	Noted - no action	No action
62. There is potential for any works associated with Wyton Airfield and the third crossing of the River Ouse at Huntingdon has the potential to adversely impact these habitats. It will be challenging for the LTP projects to deliver schemes to deliver CA's commitment to biodiversity net gain.	Cambridgeshire County Council	CA to note CCC concerns re Huntingdon Third River Crossing and biodiversity net gain	Biodiversity net gain
3.61-3.64 Cambridge Autonomous Metro (CAM) 63. We are concerned that the creation of CAM, particularly tunnelling works, have a potential to result in significant impact on the natural environment. It will be a challenge to deliver a scheme that will not impact on locally and nationally important nature conservation sites and gain biodiversity net gain, particularly in Cambridge. As a result, CCC would be keen to work very closely with the CPCA in any scheme of this scale and nature.	Cambridgeshire County Council	CA to note CCC concern re CAM tunnelled section and impacts on the natural environment, and that CCC is keen for greater joint-working regarding this	Biodiversity net gain
3.79 South – into South Cambridgeshire and towards Stansted Airport 64. The location and design of additional Park & Ride capacity, including at M11 Junction 11, must take into account cumulative impact from other pressures on the landscape from all forms of development. In particular, the impact on Trumpington Meadows County Park, which was designed to specifically address adverse impact on biodiversity within the southern fringes of the city.	Cambridgeshire County Council	CA to note CCC concern re additional M11 P&R capacity and the impact on the landscape + Trumpington Meadows Country Park	Biodiversity net gain
Flood Risk 65. The Plan does not really cover the topic of Flood Risk and Drainage as a result of transport infrastructure. A policy or policy hook requiring new transport schemes to be designed, where viable, to be designed as per flood risk and drainage criteria set out in the Cambridgeshire	Cambridgeshire County Council	This is referenced in Policy 9.1.1	Flooding / drainage

Feedback	Organisation	Proposed revision(s)/response	Topic area
Flood and Water Supplementary Planning Document, would be beneficial.			
Historic Environment General comments (Main document) 66. We welcome the commitment to the Historic Environment seen in the Environmental headlines and on p.18. The Evidence base	Cambridgeshire County Council	Noted - no action	No action
68. 2.35 and 2.36 is too focused on cities. Cambs has over 250 scheduled monuments and thousands of listed buildings and other designated heritage assets. We are happy to supply more details, but they are referenced in Figure 2.7. The implications section in 2.36 is good though and reflects the point above. SEA	Cambridgeshire County Council	Noted	Drafting / minor amendment
69. 6.2.10 says Policy 10.1.1 has no impact on the historic environment. Actually, engine fumes and acid rain are a major source of damage to historic structures, especially ones built of limestone and clunch, as many of ours are.	Cambridgeshire County Council	Noted - measures to improve air quality will improve this.	Drafting / minor amendment
67. However more should be made of potential use of the assets for the benefit of residents rather than just something that needs to be protected. Heritage sites are places to visit, and promoting these as destinations should be part of any strategy. The Chisholm Trail is a good example where it links with the Leper Chapel, and on the Waterbeach cycle path we are looking to promote Car Dyke Roman Canal and the GHQ Switch Line as part of that initiative – people are likely to travel, especially cycle, if there is something to see.	Cambridgeshire County Council	Noted that heritage assets are to the benefit of residents and not just something to protect.	Drafting / minor amendment
GCP Projects 70. TSF team is pleased to see the support for the GCP schemes and studies in the Greater Cambridge Area.	Cambridgeshire County Council	Noted - no action	No action
Third River Crossing 71. CCC are keen to work closely with the CPCA and Huntingdonshire DC on any proposals for a new crossing over the Great River Ouse (the 'Third River Crossing') where there are very	Cambridgeshire County Council	Noted  CA to work closely with CCC / Hunts regarding	Requirement for CPCA

Feedback	Organisation	Proposed revision(s)/response	Topic area
important environmental considerations to any scheme.		development of Third River Crossing	
Powered Two Wheelers 72. There doesn't appear to be any serious reference to powered two wheelers or policies around these except on road safety.	Cambridgeshire County Council	Noted	Drafting / minor amendment
Policies & Policies Annex General 73. The policies within the Draft LTP are generally supported. These are positive and cover most of the issues facing the region.	Cambridgeshire County Council	Noted - no action	No action
74. There could be more of an emphasis within some of the policies on delivery. For example, on setting specific targets, on how and when targets are going to be met and on implementation of methods to achieve this. This is particularly pertinent to targets on Air Quality and Emissions, Climate Change etc. as well as Road Safety and Mode Split.	Cambridgeshire County Council	Future work will consider, in detail, how the CPCAs net zero commitments are to be met ( <a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a> ).	Targets + Delivery
75. There are no specific objectives relating to the need to provide a transport network which promotes and encourages a healthy lifestyle with the provision of high quality, convenient cycling and walking networks and the document in general treats cycling as an add on rather than a vital element of any transport network in the region, particular in Greater Cambridge	Cambridgeshire County Council	The cycling policy stressed the importance of good quality infrastructure for enabling cycling, in part to support healthy lifestyles.	Walking and Cycling
76. The Modal Policies for cycling and walking are generally good but they do not appear to be embedded throughout the document.	Cambridgeshire County Council	The overarching LTP strategy has been amended to place greater emphasis on sustainable transport, walking and cycling earlier in the document.	Walking and Cycling

Feedback	Organisation	Proposed revision(s)/response	Topic area
Policy 2.2 77. Should include 'investment in our cycling and walking network to improve accessibility' not just investment in and improvement of PT and the Highway network.	Cambridgeshire County Council	This has been updated	Walking and Cycling
Policy 3.4 Freight 78. The policy on freight makes no mention of promoting or supporting last mile delivery by cycle which is particularly important in Cambridge.	Cambridgeshire County Council	Updated to include promotion of last-mile delivery by cycle	Freight
Policy 9: Protect and enhance the environment 79. Greater detail is required within policy 9 to demonstrate how the Combine Authority will achieve net environmental gain as part of the LTP, especially to demonstrate how it will help deliver double the area of rich wildlife habitat and natural greenspace by 2050 (Section5, NSSF Part 2).	Cambridgeshire County Council	The LTP now references the commitment by the CPCA to biodiversity net gain. Metrics for environmental net gain, and natural capital investment planning, are a matter for future work.	Biodiversity net gain
Policy 9, and throughout the wider LTP document, implies there is "high quality" natural environment across the Combined Authority area, which is not correct. It is important that the LTP assessment recognises that while there are some areas of high-quality natural environment, these are relatively small isolated sites across an impoverished landscape. Riquotte, J. (2019) shows there has been significant decline in biodiversity value across Cambridgeshire and Peterborough due to agricultural intensification and development (e.g. housing) with the loss of 84% of our semi-improved grassland since 1930s (from 23.7% of land cover in 1930s to 4.5% by 2018). By 2018, habitats of potential high biodiversity value (semi-natural and marshy grassland, woodland, scrub and trees and water) only account for 11.4% land of the Cambridgeshire and Peterborough; and only 6.4% of the area has any nature conservation designation.	Cambridgeshire County Council	Update LTP to note that the natural environment in Cambridgeshire and Peterborough is not high quality and has deteriorated in recent years.	Biodiversity net gain
81. Small isolated habitats and the species they support are vulnerable to additional pressures, such as pollution and climate change. Any subsequent sterilisation of the landscape, such as LTP projects, have potential to have significant impact on the remnant habitats and	Cambridgeshire County Council	The LTP now references the commitment by the CPCA to biodiversity net gain. Delivery of environmental net	Biodiversity net gain

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>the resilience of the habitats and species to adapt to these and future pressures. Policy 9 should seek to protect the CA's existing biodiversity assets and avoid adverse impact to any nature conservation designations (including locally important sites) wherever possible through the delivery of the LTP.</p>		<p>gain through transport scheme delivery is a matter for future work.</p> <p>Chapter 9 of the LTP now notes that biodiversity has declined in recent decades, and cites the Riquotte work.</p>	
<p>82. Furthermore, Policy 9 should demonstrate how the Combined Authority will ensure the conservation of biodiversity, and wider environmental net gain, will be delivered. We are concerned that some of the LTP projects may conflict with the habitat opportunities map produced by Riquotte, J. (2019), which identify the best location for the creation of semi-natural grassland, wet grassland /wetland and broadleaved / mixed woodland. We therefore recommend that a clear green infrastructure / biodiversity strategy across the Combined Authority to identify the most effective way to deliver appropriate environmental net gain as part of the LTP, such as the use of natural capital investment planning, and deliver strategic scale biodiversity enhancement across the region and delivery of landscape-scale projects (e.g. Great Fen) to ensure protection of existing biodiversity and overall measurable biodiversity net gain.</p>	<p>Cambridgeshire County Council</p>	<p>Policy 9 has been updated in line with this feedback, reflecting the net gain commitment.</p>	<p>Biodiversity net gain</p>
<p>83. Policy 9 should also provide a commitment to a specified level of biodiversity net gain upon which the LTP projects will be delivered and recommend that 20% increase in order to deliver a measurable net gain in biodiversity (NPPF 2019) - this figure has been derived locally through consultation with local government ecologists and Wildlife Trust based on Cambridgeshire &amp; Peterborough having a more impoverished natural environment than most of England. Greater Cambridge Partnership are also looking to implement this figure within their projects.</p>	<p>Cambridgeshire County Council</p>	<p>Noted - CPCA will consider the case for development of a biodiversity strategy, linked to continual development of the LTP.</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
84. Policy 9 should also commit the Combined Authority to long-term management of the biodiversity assets for the lifetime of the operational phase of the transport projects, to continue the conservation of habitats and prevent biodiversity loss in the long-term.	Cambridgeshire County Council	The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.	Biodiversity net gain
85. Policy 9.2 could benefit from a definition of the Historic Environment – the one in the NPPF would be appropriate. It's too 'buildings focussed' as it stands and ignores non-designated heritage assets - this carries through the SEA report 6.2.9. We note that in Appendix C - Scoping Consultation Log, that Historic England made a comment (point 2) along these lines as well. Motts state that "Information on non-designated heritage assets has been included in the baseline." I cannot find this.	Cambridgeshire County Council	Policy 9.2 has been amended	Protecting / enhancing built environment
86. Policy Themes 11 & 12 (walking and cycling) could include the objective of developing destinations as per above. Also, SEA 6.2.11	Cambridgeshire County Council	Noted	Walking and Cycling
Policy 11.1 Walking 87. The policy should include reference to convenience and maintenance. There should be an additional policy relating to new developments, similar to policy 12.4 for cycling.	Cambridgeshire County Council	The LTP has been updated, with Policy Theme 11.1 including reference to convenience and maintenance, and a new policy relating to new developments added.	Walking and Cycling
Policy 12.1 Cycling 88. Should include reference to the soon to be published Local Transport Note: 1/19, all cycling infrastructure should meet this standard which includes reference to the needs of all users including those with adaptive cycles and those carrying children.	Cambridgeshire County Council	Greater detail has been provided in the cycling policy regarding defining high quality infrastructure, and providing reference to the design guidance.	Walking and Cycling
89. An additional policy or detail within a policy is needed to ensure that cyclists needs are considered at the design stage of any highways and transport improvement schemes. This theme is partially included under 12.4 but doesn't fit there as this should relate to all	Cambridgeshire County Council	This has been updated	Walking and Cycling

Feedback	Organisation	Proposed revision(s)/response	Topic area
schemes not just those related to new developments.			
90. Under priorities within and around the Market Towns is the point 'ensuring new developments include cycle provision to a minimum standard' which is very unambitious. Developers should be providing cycling and walking infrastructure to a high standard throughout the region.	Cambridgeshire County Council	This has been updated	Drafting / minor amendment
Policy 12.3 91. Should include reference to bike-sharing schemes and the code of conduct for dockless schemes as above.	Cambridgeshire County Council	The LTP now includes greater detail on support / encouragement for on-street dockless bike sharing schemes, subject to agreed Code of Conduct for Cambridge (in Policy Theme 12.3?)	Walking and Cycling
92. Reference should be made to the National Cycle Network in the region and that the Combined Authority and other Councils will work with Sustrans to promote and improve lengths of the NCN that run through the Combined Authority area.	Cambridgeshire County Council	The NCN is now referenced in the cycling policy	Walking and Cycling
Comments from Asset Management 93. The second main part of the LTP is the Transport Delivery Plan (TDP) which should include arrangements for the day-to-day management and maintenance of proposed infrastructure. This will be an important document from an asset management perspective, especially for those assets for which CCC/PCC will become responsible. However, this part of the document is being developed during the consultation period for the draft LTP.	Cambridgeshire County Council	CA to confirm status of Transport Delivery Plan	Future requirement for CPCA
94. Many of the comments from CCC asset management will require sight of this part of the document, in good time for these comments to be considered prior to finalisation of the LTP document.	Cambridgeshire County Council	Noted - no action.	No action
95. Will processes for scheme development and prioritisation take account of the ongoing costs of managing and maintaining the infrastructure?	Cambridgeshire County Council	Yes - this is reflected in the document.	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
96. The yet-to-be-developed Transport Delivery Plan should aspire to be a fully integrated programme, co-ordinating works to deliver new infrastructure with that required for ongoing maintenance of existing infrastructure.	Cambridgeshire County Council	Noted - no action.	No action
<p>Comments focusing mainly on the safety elements:</p> <p>97. The safety objective to “Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries” is very welcome as this follows international best practice. This is an approach supported also by Peterborough City Council.</p>	Cambridgeshire County Council	Noted - no action.	No action
<p>Comments regarding Heavy Goods Vehicles:</p> <p>103. Will the LTP will have any bearing or suggest any changes to the Cambridge County Council’s advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators? The LTP does not appear to be any reference to it, but the emerging Mineral and Waste Local Plan has a policy which requires HGV’s to use this network wherever practicable.</p>	Cambridgeshire County Council	Freight policy already includes reference to CCCs advisory freight routes	Freight
104. Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. The way in which these goods reach our urban areas; how they are dealt with, when they arrive, and how they are transported for the final part of their journey, has wide ranging implications for the economy, employment and growth, but also for congestion, safety, emissions and for quality of life within the urban realm.	Cambridgeshire County Council	Noted - no action.	No action



Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>105. The LTP could helpfully reflect this by:</p> <p>a. Encouraging HGV's to use the advisory route network.</p> <p>b. Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.</p> <p>c. Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.</p> <p>d. Supporting the formation of Quality Partnerships between interested parties.</p> <p>e. Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.</p> <p>f. Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.</p> <p>g. Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.</p>	Cambridgeshire County Council	The Freight policy has been amended to include these recommendations where required (some are already included).	Freight
<p>98. Draft Policy Theme 5.1 covers all the areas we would look to prioritise from a safety perspective and makes some promising noises</p>	Cambridgeshire County Council	Noted - no action.	No action
<p>99. The devil is going to be in the detail of what the KPIs look like to drive this vision and monitor progress. Some considerations as follows:</p> <ul style="list-style-type: none"> <li>• Needs to have interim (5 / 10-year interval) targets working towards “zero”</li> <li>• Needs performance measures other than casualty reduction targets such as, but not limited to (further recommended actions from the Road Safety Management Capacity Review referenced in the LTP document are included at the end of this document): <ul style="list-style-type: none"> <li>o Increasing compliance with speed limits on different road types,</li> <li>o Reducing average speeds on different road types,</li> <li>o Increasing the level of seat belt use and child restraint use,</li> <li>o Increasing the level of helmet use for two-wheeled vehicle users,</li> <li>o Reducing driving while impaired by alcohol and drugs,</li> <li>o Increasing compliance with in-car telephone use rules,</li> <li>o Increasing the safety quality of the SRN and main road network to the highest iRAP *rating,</li> </ul> </li> </ul>	Cambridgeshire County Council	CA to note CCC desire for greater targets and performance measures regarding road safety within the LTP	Road Safety

Feedback	Organisation	Proposed revision(s)/response	Topic area
<ul style="list-style-type: none"> <li>o Increasing the safety quality of the new car fleet to the highest Euro NCAP * rating, and</li> <li>o Increasing compliance with emergency medical response times</li> </ul>			
<p>100. Consideration needs to be given to the Major Road Network (MRN) and pushing for funding opportunities from DfT related to this – believe this includes: A10, A505, A142 &amp; A141. There is a call for the same level of safety analysis to be undertaken on the MRN as the SRN, including risk rating the MRN – Kent have already done theirs using the iRAP/VIDA methodology.</p>	Cambridgeshire County Council	CA to consider safety analysis / 'risk rating' of the MRN in the CPCA area following the LTP.	Future requirement for CPCA
<p>101. The LTP Policy Assessments in relation to safety appear to be accurate although a couple of points:</p> <ul style="list-style-type: none"> <li>• not sure if there is sufficient recognition that an increase in vulnerable mode users' needs to be compensated with improved provision for those users,</li> <li>• that new technology such as the Cambridge Autonomous Metro (CAM) will come with additional risks initially while the technology is refined</li> <li>• that increases in traffic flow are linked to increases in collisions – i.e. reducing congestion in some cases may increase collisions – not just related to increases in vehicle numbers.</li> </ul>	Cambridgeshire County Council	Notes	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>102. Further actions suggested in Road Safety Management Capacity Review:</p> <ul style="list-style-type: none"> <li>• Adopt a policy of promoting evidence-based approaches to road safety to make best use of public resource.</li> <li>• Engage fully and support the national implementation of the Safe System approach by implementing it into the mainstream of local authority activity in all relevant sectors, e.g. highway engineering, public health, procurement of transport services.</li> <li>• Increase levels of enforcement of key road safety rules related to the prevention of death and serious injury.</li> <li>• Support improved crash investigation</li> <li>• Promote the shared responsibility for road safety at a high level to provide local and city leadership.</li> <li>• Promote Safe System and Towards Zero as the new transport safety culture to professionals, businesses and the community.</li> <li>• Allocate at least 10% of all road infrastructure investment to road safety intervention, as recommended in the UNRSC's Global Road Safety Plan for the Decade of Action, and to ensure embedding of the Safe System approach into the mainstream of highway engineering practice.</li> <li>• Identify, in partnership with local authorities, road sections for priority treatments on the Major Roads Network and local roads using iRAP tools.</li> <li>• Carry out in-service training in implementing the Safe System approach.</li> <li>• Review local road classification to ensure that speed limits match function, road design and layout to conform with Safe System principles.</li> <li>• Adopt the Safe System approach into the mainstream of highway engineering</li> <li>• Ensure that the prevention of death and serious injury is an explicit objective in asset management activity (including maintenance).</li> <li>• Target improvements in iRAP star rating on A roads.</li> <li>• Work with partners to improve speed limit compliance and promote the benefits of speed cameras.</li> <li>• Include speed limit compliance in policing</li> </ul>	<p>Cambridgeshire County Council</p>	<p>The actions from the DfT Road Safety Management Capacity Review have been considered and included in the LTP where appropriate</p>	<p>Road Safety</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>priorities and work with DfT, HE and local authorities to combine publicity and police enforcement of speed limits.</p> <ul style="list-style-type: none"> <li>• Acknowledge the central role of speed and its management to a Safe System approach and review priority interventions for local roads.</li> <li>• Require ISA in the public procurement of transport services.</li> <li>• Promote vehicle safety technologies such as Intelligent Speed Adaptation, Autonomous Emergency Braking for Pedestrians and improvements in key crash tests for front, side and pedestrian protection, in regulation, consumer information and procurement policies.</li> <li>• Include Euro NCAP 5* rating and key vehicle safety measures in the public procurement of local transport services.</li> <li>• Review how Safe Road Use can be supported within a Safe System approach (in addition to that provided by other Safe System elements) through improved road user standards and assisting compliance with key road safety rules.</li> <li>• Carry out THINK! campaigns across a wide range of media, coordinated with police enforcement effort, to promote Towards Zero and secure better compliance with key road safety rules.</li> <li>• Commission research into public perception of the risk of being detected for key road safety offences, e.g. excess alcohol and speed.</li> <li>• Upgrade the priority given to enforcement in policing strategy and increase activity.</li> <li>• Devise community engagement strategies to promote the Towards Zero goal of the ultimate prevention of deaths and serious injuries.</li> <li>• Ensure capacity and budget for the publicity work of road safety officers to ensure combined publicity and enforcement of key road safety rules.</li> <li>• Ensure an evidenced-based approach to determining priorities for safe road use and adopting Safe System principles and appropriate capacity for local education, training and combined publicity and enforcement of key road safety rules.</li> <li>• Play a highly visible role in supporting evidence-based intervention for Safe Road Use.</li> </ul>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<ul style="list-style-type: none"> <li>• Include post-crash care in road safety strategy to improve survivability and reduce permanent impairment resulting from road collisions.</li> <li>• Review the contribution of improvements to response rates, trauma care and long-term rehabilitation of crash victims to reducing death and the long-term consequences of serious injury.</li> <li>• Address regional variations in emergency medical response times.</li> <li>• Report on the effectiveness of major trauma care in preventing death and the long-term consequences of serious injury.</li> <li>• Commission research on the cost of long-term care resulting from permanent impairment from road traffic injury.</li> <li>• Recognise that road traffic injury is a major cause of premature death and long-term serious injury in their Strategic Plan and include road safety as an area for action.</li> <li>• Actively include post-crash care as a key road safety strategy in a Safe System approach.</li> <li>• Work with the local health sector to identify local improvements in post-crash care.</li> <li>• Encourage modal shift in support of environmental, safety and health objectives by promoting the use of the safest modes e.g. rail, bus and coach travel and the healthiest modes of walking and cycling.</li> <li>• Support walking and cycling with safety improvements to address risks of serious and fatal injury risks associated with cycling and walking which are lower than for motorcycling but appreciably higher than those travelling by car or public transport.</li> <li>• Substantially upgrade the priority given to the safety of pedestrians which compares poorly internationally.</li> <li>• Establish measurable safety performance indicators which relate to the prevention of death and serious injury to pedestrians and cyclists in the new national road safety strategy.</li> <li>• Carry out a national review of urban design standards with pedestrians and cyclists in mind and align with Safe System principles.</li> <li>• Support demonstration projects applying</li> </ul>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>innovative Safe System treatments.</p> <ul style="list-style-type: none"> <li>• Consider extending the Safety Helmet Assessment and Rating Programme (SHARP) scheme to include bicycle helmets.</li> <li>• Review the urban street classification and align with Safe System principles.</li> <li>• Ensure that there is safe access to public transport taking account of the needs of elderly and disabled people.</li> <li>• Improve compliance with urban speed limits.</li> <li>• Ensure capacity for effective community pedestrian safety initiatives.</li> <li>• Provide guidance on speed hump design for local authorities</li> <li>• Work with the HSE to provide governmental leadership and better coordination for effective work-related road safety activity in Britain.</li> <li>• Conduct a research programme to extend the evidence base for effective national work-related road safety.</li> <li>• Review the reporting of ‘journey purpose’ in STATS19 data in the STATS19 review.</li> <li>• Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standard through public procurement policies and other incentives, following a review of how greater take up can be encouraged.</li> <li>• Support local authority work-related road safety activity.</li> <li>• Establish a Safe Travel Policy for government services taking Safe System principles into account.</li> <li>• Upgrade priority given to work-related road safety, which is the leading cause of death at work.</li> <li>• Require reporting of work-related road collisions to RIDDOR when someone has been injured on the roads whilst using the road for work, or when someone driving or riding for work injures a member of the public.</li> <li>• Engage with local employers on work-related road safety.</li> <li>• Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standards through public procurement policies and other incentives.</li> <li>• Establish a Safe Travel Policy for local</li> </ul>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
government services taking Safe System principles into account.			
The second main part of the LTP is the Transport Delivery Plan (TDP) which should include arrangements for the day-to-day management and maintenance of proposed infrastructure. This will be an important document from an asset management perspective, especially for those assets for which CCC/PCC will become responsible. However, this part of the document is being developed during the consultation period for the draft LTP.	Cambridgeshire County Council	Duplicate of above	No action
Will processes for scheme development and prioritisation take account of the ongoing costs of managing and maintaining the infrastructure?	Cambridgeshire County Council	Duplicate of above	No action
The yet-to-be-developed Transport Delivery Plan should aspire to be a fully integrated programme, co-ordinating works to deliver	Cambridgeshire County Council	Duplicate of above	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
new infrastructure with that required for ongoing maintenance of existing infrastructure.			
The safety objective to “Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries” is very welcome as this follows international best practice	Cambridgeshire County Council	Duplicate of above	No action
Draft Policy Theme 5.1 covers all the areas we would look to prioritise from a safety perspective and makes some promising noises	Cambridgeshire County Council	Duplicate of above	No action
<p>The devil is going to be in the detail of what the KPIs look like to drive this vision and monitor progress. Some considerations as follows:</p> <ul style="list-style-type: none"> <li>o Needs to have interim (5 / 10-year interval) targets working towards “zero”</li> <li>o Needs performance measures other than casualty reduction targets such as, but not limited to (further recommended actions from the Road Safety Management Capacity Review referenced in the LTP document are included at the end of this document):</li> </ul> <ul style="list-style-type: none"> <li>§ Increasing compliance with speed limits on different road types,</li> <li>§ Reducing average speeds on different road types,</li> <li>§ Increasing the level of seat belt use and child restraint use,</li> <li>§ Increasing the level of helmet use for two-wheeled vehicle users,</li> <li>§ Reducing driving while impaired by alcohol and drugs,</li> <li>§ Increasing compliance with in-car telephone use rules,</li> <li>§ Increasing the safety quality of the SRN and main road network to the highest iRAP *rating,</li> <li>§ Increasing the safety quality of the new car fleet to the highest Euro NCAP * rating, and</li> <li>§ Increasing compliance with emergency medical response times</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action
Consideration needs to be given to the Major Road Network (MRN) and pushing for funding opportunities from DfT related to this – believe this includes: A10, A505, A142 & A141. There is a call for the same level of safety analysis to be undertaken on the MRN as the SRN, including risk rating the MRN – Kent have already done theirs using the iRAP/VIDA methodology.	Cambridgeshire County Council	Duplicate of above	No action



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<p>The LTP Policy Assessments in relation to safety appear to be accurate although a couple of points:</p> <ul style="list-style-type: none"> <li>o not sure if there is sufficient recognition that an increase in vulnerable mode users' needs to be compensated with improved provision for those users,</li> <li>o that new technology such as the Cambridge Autonomous Metro (CAM) will come with additional risks initially while the technology is refined</li> <li>o that increases in traffic flow are linked to increases in collisions – i.e. reducing congestion in some cases may increase collisions – not just related to increases in vehicle numbers.</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action
<p>Further actions suggested in Road Safety Management Capacity Review:</p> <ul style="list-style-type: none"> <li>o Adopt a policy of promoting evidence-based approaches to road safety to make best use of public resource.</li> <li>o Engage fully and support the national implementation of the Safe System approach by implementing it into the mainstream of local authority activity in all relevant sectors, e.g. highway engineering, public health, procurement of transport services.</li> <li>o Increase levels of enforcement of key road safety rules related to the prevention of death and serious injury.</li> <li>o Support improved crash investigation</li> <li>o Promote the shared responsibility for road safety at a high level to provide local and city leadership.</li> <li>o Promote Safe System and Towards Zero as the new transport safety culture to professionals, businesses and the community.</li> <li>o Allocate at least 10% of all road infrastructure investment to road safety intervention, as recommended in the UNRSC's Global Road Safety Plan for the Decade of Action, and to ensure embedding of the Safe System approach into the mainstream of highway engineering practice.</li> <li>o Identify, in partnership with local authorities, road sections for priority treatments on the Major Roads Network and local roads using iRAP tools.</li> <li>o Carry out in-service training in implementing the Safe System approach.</li> <li>o Review local road classification to ensure that speed limits match function, road design and layout to conform with Safe System principles.</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Adopt the Safe System approach into the mainstream of highway engineering</p> <ul style="list-style-type: none"> <li>o Ensure that the prevention of death and serious injury is an explicit objective in asset management activity (including maintenance).</li> <li>o Target improvements in iRAP star rating on A roads.</li> <li>o Work with partners to improve speed limit compliance and promote the benefits of speed cameras.</li> <li>o Include speed limit compliance in policing priorities and work with DfT, HE and local authorities to combine publicity and police enforcement of speed limits.</li> <li>o Acknowledge the central role of speed and its management to a Safe System approach and review priority interventions for local roads.</li> <li>o Require ISA in the public procurement of transport services.</li> <li>o Promote vehicle safety technologies such as Intelligent Speed Adaptation, Autonomous Emergency Braking for Pedestrians and improvements in key crash tests for front, side and pedestrian protection, in regulation, consumer information and procurement policies.</li> <li>o Include Euro NCAP 5* rating and key vehicle safety measures in the public procurement of local transport services.</li> <li>o Review how Safe Road Use can be supported within a Safe System approach (in addition to that provided by other Safe System elements) through improved road user standards and assisting compliance with key road safety rules.</li> <li>o Carry out THINK! campaigns across a wide range of media, coordinated with police enforcement effort, to promote Towards Zero and secure better compliance with key road safety rules.</li> <li>o Commission research into public perception of the risk of being detected for key road safety offences, e.g. excess alcohol and speed.</li> <li>o Upgrade the priority given to enforcement in policing strategy and increase activity.</li> <li>o Devise community engagement strategies to promote the Towards Zero goal of the ultimate prevention of deaths and serious injuries.</li> <li>o Ensure capacity and budget for the publicity work of road safety officers to ensure combined publicity and enforcement of key road safety rules.</li> <li>o Ensure an evidenced-based approach to determining priorities for safe</li> </ul>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>road use and adopting Safe System principles and appropriate capacity for local education, training and combined publicity and enforcement of key road safety rules.o Play a highly visible role in supporting evidence-based intervention for Safe Road Use.o Include post-crash care in road safety strategy to improve survivability and reduce permanent impairment resulting from road collisions.o Review the contribution of improvements to response rates, trauma care and long-term rehabilitation of crash victims to reducing death and the long-term consequences of serious injury.o Address regional variations in emergency medical response times.o Report on the effectiveness of major trauma care in preventing death and the long-term consequences of serious injury.o Commission research on the cost of long-term care resulting from permanent impairment from road traffic injury.o Recognise that road traffic injury is a major cause of premature death and long-term serious injury in their Strategic Plan and include road safety as an area for action.o Actively include post-crash care as a key road safety strategy in a Safe System approach.o Work with the local health sector to identify local improvements in post-crash care.o Encourage modal shift in support of environmental, safety and health objectives by promoting the use of the safest modes e.g. rail, bus and coach travel and the healthiest modes of walking and cycling.o Support walking and cycling with safety improvements to address risks of serious and fatal injury risks associated with cycling and walking which are lower than for motorcycling but appreciably higher than those travelling by car or public transport.o Substantially upgrade the priority given to the safety of pedestrians which compares poorly internationally.o Establish measurable safety performance indicators which relate to the prevention of death and serious injury to pedestrians and cyclists in the new national road safety strategy.o Carry out a national review of urban design standards with pedestrians and cyclists in mind and align with Safe System principles.o Support</p>			

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>demonstration projects applying innovative Safe System treatments.o Consider extending the Safety Helmet Assessment and Rating Programme (SHARP) scheme to include bicycle helmets.o Review the urban street classification and align with Safe System principles.o Ensure that there is safe access to public transport taking account of the needs of elderly and disabled people.o Improve compliance with urban speed limits.o Ensure capacity for effective community pedestrian safety initiatives.o Provide guidance on speed hump design for local authoritieso Work with the HSE to provide governmental leadership and better coordination for effective work-related road safety activity in Britain.o Conduct a research programme to extend the evidence base for effective national work-related road safety.o Review the reporting of ‘journey purpose’ in STATS19 data in the STATS19 review.o Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standard through public procurement policies and other incentives, following a review of how greater take up can be encouraged.o Support local authority work-related road safety activity.o Establish a Safe Travel Policy for government services taking Safe System principles into account.o Upgrade priority given to work-related road safety, which is the leading cause of death at work.o Require reporting of work-related road collisions to RIDDOR when someone has been injured on the roads whilst using the road for work, or when someone driving or riding for work injures a member of the public.o Engage with local employers on work-related road safety.o Encourage the adoption of BSI: ISO 39001 Road Traffic Safety Management System Standards through public procurement policies and other incentives.o Establish a Safe Travel Policy for local government services taking Safe System principles into account.</p>			
<p>Will the LTP will have any bearing or suggest any changes to the Cambridge County Council’s advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators. There</p>	Cambridgeshire County Council	Duplicate of above	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>doesn't appear to be any reference to it, but the emerging Mineral and Waste Local Plan has a policy which requires HGV's to use this network wherever practicable.</p>			
<p>Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. The way in which these goods reach our urban areas; how they are dealt with, when they arrive, and how they are transported for the final part of their journey, has wide ranging implications for the economy, employment and growth, but also for congestion, safety, emissions and for quality of life within the urban realm.</p>	Cambridgeshire County Council	Duplicate of above	No action
<p>Some suggested actions:</p> <ul style="list-style-type: none"> <li>a) Encouraging HGV's to use the advisory route network.</li> <li>b) Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.</li> <li>c) Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.</li> <li>d) Supporting the formation of Quality Partnerships between interested parties.</li> <li>e) Monitoring changes in HGV and LGV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.</li> <li>f) Supporting improvements in HGV provision in the county, including overnight parking, in appropriate locations.</li> <li>g) Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.</li> </ul>	Cambridgeshire County Council	Duplicate of above	No action
<p>The inclusion of the A10(N) improvements as a key priority within the LTP is supported. The Ely to Cambridge Corridor is currently used by over 18,000 vehicles daily and peak period traffic congestion and network reliability issues regularly result in trips taking over 45 minutes to travel the length of the route, which is just 16 miles. The A10 dualling work must consider how traffic will be managed when it meets the A14.</p>	East Cambridgeshire District Council Statutory Response	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
Capacity issues along the corridor adversely affect the quality of life, amenity and opportunities to increase the economic wellbeing of the area and the A10 improvements are vital to support future housing and employment growth along the corridor. The proposed off-road cycle link along the dualled A10 will support his growth and provide opportunities for modal shift.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
ECDC agrees with the inclusion of A142 improvements projects. The A142, which links East Cambridgeshire to Newmarket and the A11, is affected by congestion at the northern end of the A10. Vehicles accessing the Ely Enterprise Zone, based at Lancaster Way Business Park, suffer delays due to the A10/Witchford Road (BP garage) roundabout operating well over capacity. The developers of the Park also report that this is having a negative impact on future growth of the Enterprise Zone.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
The District Council is already working with the CPCA, the developer, and the County Council on measures to increase capacity at both the A10/Witchford Road (BP garage) roundabout and the A142/Witchford Road roundabout and welcomes the continued support of the CPCA to deliver these much-needed improvements.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
Any major improvements to roads and junctions proposed in the LTP should seek to make better provision for pedestrians, cyclist and equestrians.	East Cambridgeshire District Council Statutory Response	This has been updated throughout the LTP document and policies annex.	Drafting / minor amendment
The Council is pleased to see reference to work with Suffolk County Council regarding the A14/A142 junction. Congestion at this junction causes safety issues as well as delays.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
Freight is essential to the effective functioning of our economy and to our towns and cities in particular, which are often the final destination for goods. However, traffic counts show that large numbers of vehicles, including HCVs, which would be most appropriately accommodated on the A10 and other major roads, are travelling through small villages on roads which are unsuitable for this volume of	East Cambridgeshire District Council Statutory Response	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>traffic. The roads worst affected are the A1123 and B1049.</p>			
<p>A dualled A10 will redirect this traffic onto the strategic network and away from these small roads and rural villages. The LTP can help manage the movement of freight by:</p> <ul style="list-style-type: none"> <li>· Encouraging HCV's to use the Cambridgeshire County Council's advisory freight routes, which were developed to balance the needs of local communities and the requirements of lorry operators</li> <li>· Providing clear advice to local planning authorities in respect of highways and freight implications of new development proposals.</li> <li>· Encouraging a shift from road-borne freight to less environmentally damaging modes such as rail.</li> <li>· Supporting the formation of Quality Partnerships between interested parties.</li> <li>· Monitoring changes in HCV and LCV activity to inform possible solutions which reconcile the need of access for goods and services with local environment and social concerns.</li> <li>· Supporting improvements in HCV provision in the county, including overnight parking, in appropriate locations.</li> <li>· Utilising traffic management powers, where appropriate to do so, to manage access and egress from specific locations.</li> </ul>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>The Freight policy has been amended to include these recommendations where required (some are already included).</p>	<p>Freight</p>
<p>The Council supports the LTP commitment to progress rail infrastructure and signalling enhancements to improve rail freight capacity, thereby taking freight off the road network and moving it across the region more sustainably.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>ECDC strongly supports the inclusion of the new station at Soham. The new Soham station will support the delivery of 1,665 new homes in Soham by 2031 as well as supporting its economic growth and attracting further investment. It will better connect people to key employment areas including Ely, Bury St Edmunds and beyond. The station would also reduce pressure on the local road network, particularly the A142. The LTP also recognises the importance of doubling the track between Ely and Soham and reinstating the Newmarket Western Curve. Both of these infrastructure improvements will improve the rail service for Soham and enable more freight services and are fully supported by the Council.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Noted - no action</p>	<p>No action</p>
<p>The Council will only support the rail capacity improvements identified through the Ely Area Capacity Enhancements work if they are delivered as a joint road and rail project. Road access through Queen Adelaide must be retained.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>CA to note that ECDC will only support Ely Area Capacity Enhancements if delivered jointly with highway improvements to maintain road access through Queen Adelaide.</p>	<p>Rail services</p>
<p>ECDC fully supports the inclusion of the Cambridge Autonomous Metro (CAM) in the LTP's major scheme proposals. Providing alternatives to the private car is essential. Public transport and in particular buses are of vital importance for many East Cambridgeshire residents and is supportive of the bus service review that has taken place. The role of buses as a means of public transport, particularly in areas where rail and where the CAM type schemes may not reach should not be underestimated. ECDC is committed to working with the CPCA to identify and deliver the maximum possible benefits for residents of ECDC in proximity to CAM routes in the District (for example, Burwell) and we urge the CPCA to include a CAM stop in East Cambridgeshire.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>CA to consider inclusion of a CAM stop(s) in East Cambridgeshire</p>	<p>CAM</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>The Council acknowledges that further details about future bus provision will be forthcoming as the work of the Bus Review Task Force progresses. The Council expects this to address the long-term sustainability of all bus services, but particularly those in rural areas where buses can be the only viable alternative to the private car. ECDC is planning to carry out a consultation exercise to help inform the CPCA Bus Service Review and has set up a Member Working Party to oversee this work. Through this review the Council will identify key bus routes for local residents and identify which routes are viable or can become viable over a period of time. The City of Ely Council is already working on its own review of local bus services and we would like to see reference to these pieces of work included in the LTP document. The LTP should also consider the use of cleaner and more environmentally friendly bus fleets.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>Noted. Delivering cleaner bus fleets is an area of focus within the Bus Review Taskforce, and is identified within the LTP.</p>	<p>Drafting / minor amendment</p>
<p>ECDC is also working on a cycling and walking strategy. This will build on the Local Cycling and Walking Infrastructure Plan (LCWIP) work that Cambridgeshire County Council is conducting, with the aim of making it easier and safer for East Cambridgeshire residents to walk and cycle shorter journeys rather than drive. The Council would welcome further joint working on developing these as well as exploring funding opportunities to achieve significant increases in walking and cycling numbers due to the benefits this can have on congestion, air quality and the health of our residents.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>CA to work jointly with CA / CCC on development of local cycling and walking strategy (as well as LCWIP)</p>	<p>Walking and Cycling</p>
<p>ECDC supports the objectives relating to Climate Change, Carbon Emissions and Energy Reduction and protecting and enhancing the environment. The Plan should go further and reflect the Natural Cambridgeshire Local Nature Partnership's ambition to double the area of rich wildlife habitat and natural greenspaces by 2050. Including space for nature should be incorporated into the development of transport schemes and transport infrastructure management.</p>	<p>East Cambridgeshire District Council Statutory Response</p>	<p>The LTP now references the commitment by the CPCA to biodiversity net gain (including the planning of schemes demonstrating impacts and mitigation) and to double the area of rich wildlife habitat and natural greenspaces. Work is proposed to be</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
		undertaken following the LTP to measure biodiversity, and work towards material net gain through delivery of the LTP.  Greater detail regarding this is provided within Policy Theme 9.1.	
Ownership of electric vehicles is growing and ensuring the correct charging infrastructure is in place is key. The LTP currently states the current electricity grid prevents this, and that it will engage with the relevant bodies and stakeholders to improve the grid.	East Cambridgeshire District Council Statutory Response	Noted - no action	No action
ECDC, working with Cambridgeshire County Council, UK Power Networks, businesses, Greater Cambridge Partnership and other Local Authorities, has submitted a bid to fund a project to integrate land use, transport and energy planning. The aim of this project is to develop an energy infrastructure plan and funding strategies to deliver a 'whole energy system' that supports the decarbonisation of transport (and heat and growth) by 2050 at least cost. It will be helpful if the project is included in the LTP as supporting the delivery of the ambitions of the strategy and the decarbonisation of transport. If the bid is successful, this project will identify the EV infrastructure requirements across Greater Cambridge and East Cambridgeshire initially to support future projections and demand for electric and low emission vehicles and provide a clear plan of action to deliver.	East Cambridgeshire District Council Statutory Response	Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs.	Electric vehicles + charging infrastructure
Welcomes and supports the vision, objectives and policies	Fenland District Council	Noted - no action	No action
Welcome the Fenland local strategy and the schemes included within it. Will continue to support and work with the CPCA on these projects, which are fundamentally important for the growth and prosperity of the district. Recognition should also be given to the existing partnership working such as the Fenland	Fenland District Council	Partnership working with Fenland Transport and Access Group and Hereward CRP is now referenced in the LTP	Drafting / minor amendment

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Transport and Access Group and the Hereward Community Rail Partnership. Both groups work with the community to deliver transport improvements and encourage the use of existing transport in Fenland. They are an essential element of the Fenland Transport strategy and should be referenced within the LTP.</p>			
<p>The Council strongly supports transport Infrastructure that connects Fenland to other parts of the CPCA area (particularly connecting market towns to Cambridge and Peterborough) and beyond without needing a car. We welcome the CAM network approach and in particular not paragraph 3.167 of the draft LTP in respect of exploring the wider viability of the CAM network including into Fenland. We would welcome an opportunity to work with you on this vital project and to deliver the opportunities it can create in respect of an extension of the CAM and dedicated feeder services from market towns.</p>	Fenland District Council	CA to work with Fenland DC in maximising the benefits of the CAM network to Fenland (both in terms of extension to Fenland and connecting bus services)	CAM
<p>The LTP recognises demographics and accessibility within its overall objectives; however, it is considered that this should go much further than the existing proposals. The CPCA area has an aging population and meeting the needs of older residents (and those without a car) for access to social amenities and essential services needs to be a stronger element of the LTP</p>	Fenland District Council	Noted	Bus + DRT
<p>It is essential that the LTP provides a commitment to exploring how best to improve public transport (especially bus and community transport services) within our market towns and more rural areas</p>	Fenland District Council	Noted - better rural transport forms a key element of the Bus Review Taskforce	Bus + DRT
<p>The strategic bus review is also of fundamental importance to Fenland. Outcomes which ensure that essential journeys can be made more easily than at present by public transport, must be the most important objective for a sparsely populated area such as Fenland. We look forward to working with you as part of this review, which must deliver improved transport within Fenland.</p>	Fenland District Council	CA to work with Fenland DC in ongoing bus review work	Requirement for CPCA
<p>The Council supports work to ensure greater frequency and better integration of multi-modal public transport options, particularly</p>	Fenland District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>where it will ensure better connectivity, reduced travel time and provides genuine transport options for all our residents, whilst simultaneously reducing the reliance upon car ownership.</p>			
<p>The LTP clearly sets out that its vision to 2050 with a Transport Delivery Plan from 2019-2035. With these timelines highlighted it is suggested that there should be a greater focus on climate change, new technologies and carbon neutral transport modes e.g. electric vehicles. References to air quality are welcomed along with guiding principles in respect of the user hierarchy, modal shift and mentions of future technology. However, greater consideration and identified proposals are needed to show how the LTP will support delivery of climate change strategies.</p>	Fenland District Council	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>), including the role of EVs</p>	Climate Change + Zero Carbon
<p>Whilst the LTP document refers to CPCA scheme commitments and it names other funding sources, it is suggested that greater consideration is needed going forward to ensure that the LTP can be fully delivered</p>	Fenland District Council	Noted - no action	No action
<p>A strong transport policy context is essential to engender change and deliver improvements in the Fenland transport network. Without the right policies in place, opportunities are missed and for Fenland this must not happen. Facilitating change to enable opportunity and prosperity for all is essential. Transport is a key enabler and an area where Fenland is in deficit compared to other parts of the CPCA area. This is exacerbated by private development viability due to low land values and high infrastructure</p>	Fenland District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>costs, dictating public sector intervention and support. We welcome a policy context within this LTP to enable Fenland to flourish.</p>			
<p>The A428 Black Cat to Caxton Gibbet project is a standalone road improvement scheme to upgrade the last remaining stretch of single carriageway road between Milton Keynes and Cambridge. This is progressing separately from plans for the Oxford to Cambridge expressway project. Highways England has been asked by the Department for Transport to explore the case for a fast, high-quality road link to better connect Oxford, Milton Keynes and Cambridge. The new road link will fill a 30-mile gap in the road network between the M1 at Milton Keynes and the M40 at Oxford.</p>	Highways England	Noted - no action	No action
<p>The following potential schemes are not in the current RIS and may be considered for inclusion in a future RIS:</p> <ul style="list-style-type: none"> <li>• A1 Wittering Improvement (GSJ)</li> <li>• A47 corridor improvement programme</li> <li>• Oxford to Cambridge Expressway</li> <li>• M11 'smart motorway'</li> <li>• Girton Interchange Study</li> <li>• A1 Baldock – Brampton capacity improvements</li> <li>• A1 Buckden roundabout capacity and safety improvements</li> <li>• A14 junction 37 and 38 improvements</li> </ul>	Highways England	Noted - no action	No action
<p>We welcome that the draft plan has an integrated approach looking across the transport network and mode choices. This provides the opportunity to align the plan with Highways England Route Strategies and ensure there is a focus on needs and priorities. The SRN along with the local highway network suffers from significant capacity and congestion issues and we wish to continue to work with the combined authority on the development of the final strategy to ensure that the networks are developed in the most effective way.</p>	Highways England	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 As a direction of travel the Draft LTP offers very positive outcomes and provides a solid basis to build on. However, future reviews will need to build on these policies with innovative transport schemes which push boundaries to deliver sustainable transport solutions if the objectives are to be fully achieved, and to support delivery of the net zero carbon target. Delivery of the plan will need effective engagement with partners, including Local Planning Authorities, in particular regarding approaches to funding.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 One of the key functions of the LTP is to support the growth identified by the current local plans, which is reflected in Phase 1 of the CPCA Non-Statutory Spatial Framework. The Draft LTP responds to the current development strategy by including schemes which support the planned growth. This includes the transport schemes identified in the Greater Cambridge Partnership transport programme. The inclusion of these schemes is supported as they are important to assist delivery of the current development strategy, and the growth identified in currently Local Plans, including delivery of growth sites on the fringes of Cambridge and at new settlements.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 The Draft LTP also aims to provide a platform for future growth, with development of a transport system and policy framework that could support the level of economic growth identified in the CPIER and CPCA's Growth Ambition Statement. Development of the LTP was intended to be in parallel with the Non-Statutory Spatial Framework Phase 2, which would look towards 2050. The Phase 2 discussion paper was deferred by the CPCA board at the same meeting the Draft LTP was approved for consultation. There are references to the Phase 2 NSSF that will need to be amended given that this process is still being reviewed.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>References to NSSF Phase 2 - which has been deferred - have been amended throughout the LTP</p>	<p>NSSF + the LTP</p>
<p>A.1 It is important to note that the levels and locations of future growth will be matters for the review of statutory Local Plans, in the case of Cambridge and South Cambridgeshire through the new Greater Cambridge Local Plan.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 In due course the LTP will need to be updated to respond as necessary to the new Local Plan's development strategy. Para 1.35 acknowledges that it may be necessary to refresh the Local Transport Plan. The Combined Authority says it will continue to work closely with its partners in spatial planning, delivery of transport priorities, and in identifying the most appropriate time to refresh the Local Transport Plan over the coming years. This statement is supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 The Draft LTP objectives, strategy and policies therefore provide the start of a journey, setting out some key transport principles that support the current local plans, and which can be further refined to respond to the future development strategy.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>No action</p>	<p>No action</p>
<p>A.7 The previous LTP (Cambridgeshire LTP3) informed the policy direction of a number of 'child documents'. These include:</p> <ul style="list-style-type: none"> <li>• Area specific strategies for Cambridge &amp; South Cambridgeshire, East Cambridgeshire, Fenland and Huntingdonshire</li> <li>• The Rights of Way Improvement Plan</li> <li>• The HGV Routing Strategy (and map)</li> <li>• Highways Policies</li> <li>• Smart Transport Strategy</li> <li>• Existing or new mode specific strategies such as for Public Transport, Active Travel (including the Local Cycling and Walking Infrastructure Plan</li> </ul> <p>A.8 It is unclear from the current Draft LTP what status the current documents will have when the new plan is adopted, and who will be responsible for producing or updating them. This is a key point as these documents typically go into a level of detail that is not covered by an LTP, or they could follow the main LTP depending on timing in relation to development plan making. They therefore play a pivotal role in the formulation of evidence bases for Local Plans, for transport schemes and programmes, and for the negotiation of transport related planning obligations from development.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>CA to confirm status of 'child documents' which traditionally sit alongside the LTP</p>	<p>Child documents</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Exec Summary</p> <p>A.9 The section on Transport and the Economy does not fully cover the benefits to the economy of cycling and walking in terms of health and accessibility to jobs, both for short journeys and for longer journeys when combined with public transport and suitable infrastructure. Cycling is a key mode for the Greater Cambridge area. This can be resolved by addressing cycling and walking more clearly in this section, including to emphasise the importance of these transport modes in the Greater Cambridge area.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The 'Transport and the Economy' section has been updated to include the economic benefits of walking + cycling, including for commuting journeys.</p>	<p>Walking and Cycling</p>
<p>Aims and Objectives</p> <p>A.10 The Draft LTP aims and objectives towards addressing economic, social and environmental transport issues are supported. The graphic regarding the objectives could more clearly show that objectives are linked, rather than appearing as separate goals.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The interdependencies and links between the objectives are set out in the accompanying commentary.,</p>	<p>Drafting / minor amendment</p>
<p>A.1 Cambridge City Council have declared a Climate Emergency. South Cambridgeshire District Council is targeting net zero carbon by 2050. The government have also amended the Climate Change Act (2008) to bring net zero carbon by 2050 into law. Interim targets are in place for a 51% reduction by 2025 and a 57% reduction by 2030 on a 1990 baseline. Transport is a major contributor to the carbon footprint of the UK and Cambridgeshire. References to national ambitions to significantly reduce greenhouse gas emissions by 2050 will therefore need to be updated. This should be addressed directly in the vision and objectives. It is suggested to amend the objective 'Sustainable growth' to by adding to the end, 'and supports the transition to a net zero carbon society', so that it reads, 'the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life and protects or enhances the environment and supports the transition to a net zero carbon society'.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p>	<p>Climate Change + Zero Carbon</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 The CPCA should consider how it brings the “net zero” policy position into the assessment of its transport programme and schemes, and the trajectory of emissions reduction from the transport sector that will be needed to meet the national objective. It should also consider in detail how the use of existing and planned new infrastructure may need to evolve over time to make the most efficient use of it, in terms of energy usage, emissions, capacity and congestion. It should look to secure that the initial benefits of new infrastructure are not lost as suppressed demand or transfer of mode to car leads to unintended increases in private car travel with an attendant increase in emissions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Climate Change + Zero Carbon</p>
<p>A.1 Paragraph 1.97 of the LTP details a proposed metric on transport emissions based on CO2 emissions from travel along Cambridgeshire and Peterborough’s road network. Tackling the operational carbon footprint of the vehicle fleet will come through the provision of clean energy to support electric vehicles but unless access to clean energy is carefully planned and EV charging infrastructure developed properly, the transition to EV’s could be pushed into the future when this is needed now. It is worth highlighting that simply replacing one petrol/diesel car with an electric car will bring down operational carbon emissions, but this does not address emissions associated with construction of transport infrastructure and the manufacture of the vehicle fleet, which will also need to be taken into account in the future. Even with an all-electric vehicle fleet, there will still be a requirement for “net zero” power generation for the manufacture and operation of that fleet if it is to meet the “net zero” objective.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The environmental goal has been amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</p> <p>Future work will consider, in detail, how this target is to be delivered (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Electric vehicles + charging infrastructure</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 Carbon footprint work is currently being carried out for Cambridgeshire County Council by the University of Cambridge Science and Policy Exchange (CUSPE). This will identify scenarios for getting to net zero by 2050 for all sectors including transport. We would strongly recommend that this work be included as part of the LTP evidence base to supplement section 2.41- 2.45 and inform future scheme prioritisation and delivery plans still under development. It's important to note, Figure 2.8 on transport CO2 emissions per capita (Evidence Base Annex), show emissions reductions from 2005 to 2015 but this graph would benefit from updating with where these are today and more importantly on the graph show where they need to be by 2025, 2030 and 2050 in line with the 4th, 5th and 2050 government targets.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Support for EVs is balanced by a continued emphasis on supporting walking, cycling and public transport and encouraging mode shift. Future work will consider, in detail, how net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Climate Change + Zero Carbon</p>
<p>A.1 When considering the prioritisation of its programme in the context of climate change and emissions, Combined Authority should place a greater focus on the provision of mobility services (e.g. autonomous vehicles) and use of public transport, given the strength of the high technology sector in this area. The Grand Challenges theme set out in the Government's Industrial Strategy (BEIS 2018) is driving the UK's ambition for our 'Clean Growth' and for 'Future of Mobility Services' to be world leading. Emissions per passenger mile are generally far less than those associated with a private car, even if the vehicle is not 'green' and the emissions per vehicle are higher.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Future work will consider, in detail, how the CPCAs net zero commitments are to be met (<a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a>).</p>	<p>Public transport</p>
<p>A.1 In addition to the climate emergency, Cambridge City Council has pledged to develop plans to secure further biodiversity net gain, in recognition of the global biodiversity emergency and the local impact this could have on the communities and businesses. South Cambridgeshire District Council has resolved to aim to double the area of rich wildlife habitats, tree cover and accessible green space in order for nature and people to thrive, and businesses</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
to prosper, recognising we are facing an ecological emergency.			
A.1 The commitment to environmental net gain through investment in transport in the Draft LTP is supported. The main Draft LTP document does not reference the vision of the Local Nature Partnership, and this should be added. It should also reference the Oxford-Cambridge Arc Local Natural Capital Plan, and the importance of collaboration between projects within the area.	Cambridge City Council and South Cambridgeshire District Council	The LTP now references the vision of the Local Nature Partnership, and includes a commitment to biodiversity to net gain	Biodiversity net gain
A.1 On a technical note the references to biodiversity net gain and environmental net gain should be checked, to ensure consistency within the document.	Cambridge City Council and South Cambridgeshire District Council	Checked throughout	Drafting / minor amendment
A.1 Improving air quality is identified as a key priority of the LTP throughout the document and the impact of emissions from transport is both evidenced and acknowledged. We welcome this. Cambridge City Council's Air Quality Action Plan (AQAP) and other supporting evidence including the nature and extent of the region's Air Quality Management Areas are acknowledged and referenced. Defra guidance under the 1995 Environment Act recommends that Air Quality Action Plans should be integrated into the current Local Transport Plan. Reference should be included in the main document as well as the annexes. It is crucial that all schemes proposed in the LTP are subject to air quality assessment, including consideration given to how air quality standards will be met.	Cambridge City Council and South Cambridgeshire District Council	Relevant AQAPs have been fully integrated within the LTP, in both main document and annexes.  CA to ensure all schemes are subject to an AQ assessment.	Air quality
A.1 Cambridgeshire also suffers with a disparity in accessibility by transport, with rural areas heavily reliant on private car, creating issues in terms of access for jobs, healthcare, services and leisure, subsequently creating inequality. When South Cambridgeshire District Council consulted on their Business Plan in early 2019, almost 50% of respondents said that the economic development priority should be transport. This is a vital issue for the LTP to	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
address, so the inclusion of aims and objectives around this is welcomed.			
A.1 The draft LTP includes a number of metrics, which will be used to inform and test the transport delivery plan.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.1 Paragraph 1.97 refers to further metrics being developed with partners. Metrics will need to consider embodied carbon in addition to emissions (from both construction and in operation), to understand the impact of transport towards the transition to net zero carbon. Other metrics should also consider roll out of electric vehicle infrastructure, and monitoring of mode share / take up of sustainable modes of travel, and healthy lifestyles/active travel.	Cambridge City Council and South Cambridgeshire District Council	Support for EVs is balanced by a continued emphasis on supporting walking, cycling and public transport and encouraging mode shift. Future work will consider, in detail, how net zero commitments are to be met ( <a href="https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/">https://cambridgeshirepeterborough-ca.gov.uk/news/may-oral-combined-authority-unanimously-approves-independent-commission-on-climate-change/</a> ).	Targets + Delivery
A.1 The Councils generally support inclusion of the User Hierarchy; however, it is important to consider opportunities to create areas of enhanced 'Place', and how spaces within streets can be reallocated to create a high-quality public realm whilst supporting sustainable modes of travel. The Councils and GCP are developing a spaces and movement strategy titled 'Making Space for People' for Cambridge, which is exploring how to deliver an inclusive and walkable city centre. This work is being done in a parallel process to the GCP City Centre Access Programme. Reference to this should be added to the Draft LTP.	Cambridge City Council and South Cambridgeshire District Council	The user hierarchy has been revised to better reflect the place and movement function of specific streets. The 'Making Space for People' strategy has been referenced in the LTP.	User hierarchy

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.1 Other principles of supporting shift towards sustainable transport modes, the integration of the network to enable multimodal trips and uptake of future technologies are also important and are supported. It is vital that the LTP is adaptable so that it can reflect progress as technology changes and is positioned to support the implementation of technological solutions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.1 Whilst the major schemes listed in the plan improve transport opportunities on key corridors, it will be crucial to consider how villages and communities away from these corridor schemes can effectively link to these routes and transport hubs like the Park &amp; Ride sites. Links to education facilities from the villages and communities they serve should also be a priority. This is a key issue for communities in South Cambridgeshire, where children are often required to travel between villages to access schools. This includes situations where local primary schools are full, and pupils must travel to other villages. The issue is even more apparent for accessing further education. Similarly, not all villages have healthcare facilities, and higher order health services are provided centrally. A key element of implementing the LTP will be improving public transport, cycling and walking links so that people can access the transport routes and hubs proposed, and the delivery of an integrated transport system.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP has been updated to stress the importance of transport integration, and to ensure good active travel infrastructure to link to 'corridor' public transport from smaller villages.</p>	<p>Public transport</p>
<p>A.1 The Draft LTP aims to support investment in world-class walking and cycling facilities, including a network of segregated cycleways. The plan includes a number of multimodal corridor schemes which include cycling and walking provision, and the Greenways project. Whilst these high-quality schemes are supported, it will be important to improve the wider urban and rural network, so people can connect to these. Links to the corridor improvements must be addressed in the LTP, and through the Local Cycling and Walking Infrastructure Plan.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Updated in walking and cycling policy sections.</p>	<p>Walking and Cycling</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
A.1 Inclusion of the Greater Cambridge Partnership public transport schemes within the LTP is supported. The Councils also support the inclusion of the CAM and the desire to deliver high quality, high frequency, segregated public transport offerings to connect key housing and employment destinations. In particular the Councils support the Greater Cambridge Partnership corridor schemes, which are proposed as a first phase. CAM will need to be complemented by measures being explored by the Greater Cambridge Partnership through the Cambridge City Centre Access Project.	Cambridge City Council and South Cambridgeshire District Council	CA to note that CAM must be complemented by GCP measures in Cambridge City Centre Access Project	CAM
A.1 The inclusion of proposed rail enhancements in the LTP is supported. Rail is a key transport mode for the area. The Councils support the inclusions of new stations at Waterbeach and Cambridge South, as well as increased frequency of services across the network. The Councils are also pleased to see the inclusion and support for East-West Rail.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.2 Potential for new stations at Fulbourn and at Cherry Hinton should be included within the long-term rail aspirations in the LTP. These proposals have previously featured in the Cambridgeshire Long Term Transport Strategy (a child document to the LTP) as part of a vision to increase the rail offering to the east of the county.	Cambridge City Council and South Cambridgeshire District Council	Reflecting the early stage of these projects, they have not been included in the LTP.	Rail services
A.3 More emphasis on electrifying the entire rail network in the CPCA area would be welcomed, in the light of a need to tackle climate change and emissions.	Cambridge City Council and South Cambridgeshire District Council	Greater emphasis on electrification of the rail network in the CPCA area has been included in the LTP.	Rail services
A.1 The road improvements proposed in Greater Cambridge largely respond to planned growth in the area.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.2 It is also recognised that in some cases road capacity improvements are necessary in order to respond to safety issues, and address congestion to support and enable economic and housing growth. However, it is important that for the benefit of the built and natural environment, that all options of viable alternatives to providing for the private car	Cambridge City Council and South Cambridgeshire District Council	Noted - no action.  The focus within the LTP is ensuring all alternatives to the car are considered, and that highway interventions are	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
should be considered alongside road capacity increases. This includes by making schemes are multimodal.		planned in parallel with public transport, walking and cycling alternatives	
A.3 Proposals to improve the A10 north of Cambridge seek to address a key corridor for existing travel which is already heavily congested, and for future housing and economic growth including at the new town north of Waterbeach. This must be delivered alongside investment and effective integration with infrastructure to support sustainable travel modes.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action. The current LTP sets out that highway investment in the A10 should be accompanied by complementary transit and active travel infrastructure.	A10 Corridor
A.4 Inclusion of the A505 study as multimodal is also supported. As well as being a key route for an existing Biotech Cluster, there are also currently significant safety concerns on much of the route.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.5 The Councils are responding to the consultation on the A428 Black Cat to Caxton Gibbet scheme, supporting in principle but seeking clarification in relation to in relation to the Government's and Councils' net zero carbon ambitions.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.6 The project proposing a Girton Interchange study is supported. This will explore the case for improvements to Girton Interchange to add additional links not served by the existing junction, subject to engineering feasibility and value-for money. The A428 is a key growth corridor in the district. It is important to ensure the effectiveness of this junction and this route as whole.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.1 There is a need for specific plans to support low emission vehicle roll out and use, with a strategy for increasing chargepoint capacity across Cambridgeshire and Peterborough, and including rapid chargepoints at strategic points. The Combined Authority should seize the opportunity to state an aim for the Cambridgeshire and Peterborough region to have a world class network of electric and low emission vehicle charging vehicles and infrastructure.	Cambridge City Council and South Cambridgeshire District Council	Future work is expected to consider how the CA / councils will help to tackle poor air quality and climate change through support for EVs, including charging infrastructure.	Electric vehicles + charging infrastructure

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.2 The LTP currently states the current electricity grid prevents this, and that the CPCA will engage with the relevant bodies and stakeholders to improve the grid capacity. Cambridgeshire County Council has shared with the CPCA a project under development with UK Power Networks, businesses, Greater Cambridge Partnership and Local Authorities, to integrate land use, transport and energy planning. The aim of this project is to develop an energy infrastructure plan and funding strategies to deliver a ‘whole energy system’ that supports the decarbonisation of transport (heat and growth too) by 2050 at least cost. It will be helpful if the project is included in the LTP as supporting the delivery of the ambitions of the strategy and the decarbonisation of transport. Further details can be shared with the Combined Authority. This project will identify the EV infrastructure requirements across Greater Cambridge and East Cambridgeshire initially to support future projections and demand for electric and low emission vehicles and provide a clear plan of action.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Electric vehicles + charging infrastructure</p>
<p>Policy Theme 1 Housing and Development</p> <p>A.41 Summary: identifies that the Combined Authority will ensure that there are a wide range of high-quality public transport options between new and existing residential areas and major employment sites and other key services and amenities; drive the use of ‘sustainable’ transport modes, particularly the ‘active’ modes of walking and cycling through infrastructure provision, education and incentive schemes; encourage developers to place sustainable transport and its promotion at the heart of new developments; and carefully consider the location of new housing development and integrated land uses of development, looking to minimise the length of journeys between housing, key services, and amenities.</p> <p>A.42 Response: The aims of the policies regarding enabling development in this theme are supported. They address reducing the need</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>to travel, prioritising sustainable modes, and access to jobs, services and amenities.</p>			
<p>Policy Theme 2 Improve Access to Jobs A.1</p> <p>Summary: This theme highlights that the CPCA will work with partners to: work closely with developers to ensure that transport planning is integrated into every stage of new housing development plans; widen the geographical scope of the transport network, providing better connectivity between major urban areas and the rest of the Combined Authority area; and, tackle congestion, by providing better ‘sustainable’ transport options such as public transport and cycling infrastructure and providing infrastructure interventions at key ‘pinch points’.</p> <p>A.2 Response: The policy principles are supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.3 Policy 2.1.2 seeks to ensure that developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development. The policy is sound, reflecting national guidance in the National Planning Policy Framework that seek to ensure ‘appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location’ and that ‘any significant impacts from the development on the transport network can be cost effectively mitigated to an acceptable degree.’</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.4 There are sites in Greater Cambridge, such as North East Cambridge where an Area Action Plan is being prepared by the Councils, where there are genuine opportunities to significantly change transport behaviours. The encouragement developers and partners to work together to deliver shared ambitious solutions is supported in policy 2.1.1. However, further text should be added in the overview section to emphasise these opportunities.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Updated</p>	<p>Drafting / minor amendment</p>
<p>A.5 Similarly, policy 2.1.3 regarding parking should address situations where it would be appropriate to reduce or control existing parking to support sustainable travel. This issue is picked up in policy 18.2, but should be referenced here for consistency.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Drafting / minor amendment</p>
<p>A.6 Theme 2.2 seeks to expand labour markets by improving transport and making employment more accessible. This should include 'investment in our cycling and walking network to improve accessibility' not just 'investment in and improvement of public transport and the highway network'. Policy 2.2.1 includes measures to reduce peak demand on the highway network. These measures are supported. Policies 2.2.2 and 2.2.3 address public transport and highway improvements to improve accessibility. An additional policy should also address cycling and walking improvements which will also improve access to jobs.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Improvements to walking and cycling are covered separately in their respective policies.</p>	<p>Walking and Cycling</p>
<p>Policy Theme 3 Enhance business connections  A.1 Summary: Accessing ports and airports addresses links to these key transport hubs, but also addresses the visitor economy, connection between key employment sites, and freight movement. Policy theme 3.2: Supporting the local visitor economy acknowledges the importance of the visitor economy to Cambridge and the surrounding rural areas. Policies propose working with partners to: improve connectivity to international gateways and large centres; deliver an integrated transport network navigable by passengers who are visiting the region for the first time; deliver sustainable transport connectivity to tourist destinations in rural areas, such as the Cambridgeshire Fens; and provide sufficient</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure. Policies in section 3.3 acknowledge the importance of help to ensure excellent connectivity between key employment sites to support employment clusters.A.2 Response: Day visitors' impact on Cambridge's transport infrastructure. Policies to address infrastructure and management of coach services, and to enable visitors to access and move around by sustainable modes are supported.</p>			
<p>A.3 Linking employment clusters is a key issue for Greater Cambridge given that its clusters involve firms spread geographically across the subregion. Linkages that enable firms to cooperate successfully are important to the success of the area, and the measures proposed in these policies are supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.4 Given the net zero carbon ambitions of Cambridge City Council and South Cambridgeshire District Council, the measure proposed in section 3.4 to transfer freight from road to rail are also supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.5 Policy 3.4.3 seeks to promote sustainable urban freight distribution. Deliveries cause congestion issues for the central area of Cambridge, so greater emphasis on 'Last Mile' deliveries by cycle as a solution would be welcomed. Promotion and support of consolidated deliveries by small electric vehicles and cycles should also be included in this section.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes greater detail on 'last mile' deliveries by bike and small electric vehicles and promotion / support of consolidated deliveries.</p>	<p>Freight</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Policy Theme 4 Secure resilience and reliability</p> <p>A.1 Summary: This section addresses the changes and measures required to adapt the transport network to climate change, identifying risks and responding when designing schemes and carrying out maintenance. It also considers maintenance issues and asset management, proposing to explore harmonisation of highway maintenance standards and encourage partnership working between agencies.</p> <p>A.2 Response: There is a need to ensure that all new transport infrastructure is designed and constructed with climate change in mind. References to avoiding exacerbating flooding should also include the requirement for opportunities for flood risk mitigation to also be explored and taken to reduce risk to communities. Reference to the guidance provided by the Cambridgeshire Flood and Water Supplementary Planning Document would be beneficial.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>This is referenced in Policy 9.1.1</p>	<p>Climate Change + Zero Carbon</p>
<p>A.3 Linear transport networks can have wider catchment impacts, therefore there may be opportunities to bring about a reduction in flood risk rather than just maintaining the status quo. Opportunities should be explored with flood management bodies including the Environment Agency and Cambridgeshire County Council / Peterborough City Council as lead local flood management authorities.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>CA to explore opportunities with flood management bodies to reduce flood risk through transport schemes.</p>	<p>Flooding / drainage</p>
<p>A.4 Reference should also be added to addressing overheating on public transport as well as addressing the impacts that heatwaves can have on physical transport infrastructure.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Public transport</p>
<p>Policy Theme 7 Promote healthy and active lifestyles</p> <p>A.1 Summary: This theme addresses smarter choices and travel planning, as means of encouraging healthier transport choices and active travel. Policies on Rights of Way aim to maintain and enhance the network of routes.</p> <p>A.2 Response: The Rights of Way network</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>is important for connecting communities, and for connecting to the green infrastructure network. Policy aspirations to enhance the network are supported. Continued support for travel planning and promotion of sustainable travel choices, which are important elements of reducing reliance of private cars, are also welcomed.</p>			
<p>A.3 This section should also address embedding walking and cycling infrastructure into new developments or retrofitting it to existing or be clearer that these issues are addressed under the modal policies of walking and cycling.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Active travel infrastructure is considered in detail in the respective modal policies.</p>	<p>Walking and Cycling</p>
<p>Policy Theme 8 Improve air quality</p> <p>A.1 Summary: The section acknowledges the impacts of air quality on public health, and the challenges faced in the area, including the existing Air Quality Management Areas. Policies for improving air quality within the Combined Authority area are focused on harnessing improvements to vehicle technology and disincentivising travel by high polluting modes to reduce road traffic emissions.</p> <p>A.2 Response: Policy goals regarding air quality improvements are supported, however, delivery of specific actions and schemes will be crucial to secure these goals, and which will enable Cambridge to meet its legal obligations on improving Air Quality in the short and medium term. The impact of these schemes will require careful monitoring to ensure the desired impacts are being achieved.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Air quality</p>
<p>A.3 The Combined Authority has confirmed that it will work in partnership with the constituent Local Highway and Planning Authorities to maintain statutory duties under the Environment Act 1995, and develop new air quality / planning policies. This is supported.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.4 We welcome the inclusion of air quality assessments as part of the scrutiny process for development of transport schemes. There is an 'aim to ensure transport initiatives improve air quality across the region,</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Future work will consider and prioritise initiatives to improve air quality, linked to</p>	<p>Air quality</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>exceeding good practice standards’ but no explanation of which standards are being referenced. These should be added.</p>		<p>ongoing review of AQMPs</p>	
<p>A.5 Paragraph 8.13 in ‘Our Policies’ states clearly that minimum bus emission standards should be set but presents no details of how this might be delivered. We welcome that the need for minimum standards to be set (or reset) for buses is stated, but some detail is required to demonstrate how these might be realised. The Clean Air Zone Feasibility Study recommended that buses, coaches and LGV would have to be Zero Emission or Ultra Low Emission to reduce and maintain levels of nitrogen dioxide, whilst increasing the number of services.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Air quality for buses forms one element of the Bus Review Taskforce, which will inform the future development of the LTP</p>	<p>Air quality</p>
<p>Policy Theme 9 Protect and enhance the environment</p> <p>A.1 Summary: This section acknowledges that the construction of new transport infrastructure has the potential to damage the local natural environment. Policies require all transport initiatives in to be developed in line with the mitigation hierarchy which avoids, minimises, remediates and as a last resort compensates for adverse impacts on biodiversity. It also includes the principle of biodiversity net gain and, as principles are developed, environmental net gain. Policies also seek to achieve improvements to the urban realm.</p> <p>A.2 Response: Cambridgeshire is one of the fastest growing areas within England. It is important that, in planning for this growth, steps are taken to ensure the conservation and enhancement of the natural environment, which plays a pivotal role in our economy and well-being, providing wide-ranging benefits. Inclusion of environmental net gain principles in the LTP is therefore supported. Reference to work of the Local Nature Partnership, could be strengthened to require schemes to consider how their development can help deliver the Local Nature Partnership’s strategy and goals, including the ambition to double the area of</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The Local Nature Partnership's ambition, and the CPCA commitment to biodiversity net gain, are now included in the LTP.</p>	<p>Biodiversity net gain</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>rich wildlife habitat and natural greenspaces by 2050. A joined-up approach is required along with other forms of growth planned in the CPCA area.</p>			
<p>A.3 The plan should include a measurable target of 20% biodiversity net gain as a minimum, focussing on delivering and maintaining strategic opportunities for landscape scale enhancement and creation. A balance will need to be struck for providing publicly accessible natural green space and areas primarily for habitat creation. It should also recognise that transport linear schemes have the potential to damage and sever existing habitat sites and corridors should be made, along with an explicit commitment that route selection and scheme development will include ambitions to protect and link existing sites and create significant new areas of high-quality habitat. The long-term management of biodiversity assets must also be addressed.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes a target for "material" environmental net gain, and is aligned to the Local Nature Partnerships' ambition.</p>	<p>Biodiversity net gain</p>
<p>A.4 Reference to flood risk in paragraph 9.19 should also refer to taking opportunities for mitigation for areas at risk when developing transport infrastructure, rather than simply avoiding exacerbating risk.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted</p>	<p>Flooding / drainage</p>
<p>A.5 Paragraph 9.16 refers to considering the impacts on a range of issues from transport schemes, including noise. This section needs to address noise impacts of existing transport infrastructure as well as planned schemes. The draft LTP does not adequately consider transport related noise and most importantly opportunities to reduce noise from local transport sources.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes a noise policy</p>	<p>Noise impacts</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.6 Recently published DEFRA Noise action plans (Round 3) for agglomerations (large urban areas), roads (including major roads) and railways (including major railways) 2 July 2019 state that while noise is a natural consequence of a mature and vibrant society, it can have serious implications for human health, quality of life, economic prosperity and the natural environment. For roads, the management of the roads covered by the Action Plan rests with the relevant highway authority through the implementation of the Highways Act 1980 (as amended). This includes Highways England which is responsible for England’s strategic road network. The remaining roads are the responsibility of local highway authorities either as part of a County Council, a Unitary Authority. The plans detail several possible approaches to control the impact of noise from road traffic, including ‘planning controls – through the operation of the national and local transport and land use planning system’.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.7 Transport-related noise is an important quality of life issue for many communities. DfT Guidance on Local Transport Plans 2009 (now withdrawn), advise that local authorities in devising LTPs, should consider how LTP policies and proposals could reduce existing sources of problem noise and minimise any adverse noise impacts of new proposals. There are opportunities to reduce road noise using Local Transport Plans. This may, for example, be the design of roads or public transport services, the maintenance of highway surfaces, the design of traffic management and road safety infrastructure, or the use, siting and design of public transport infrastructure used by travellers at night. A similar approach to rail noise is recommended. When proposing the construction of a new railway, or additional lines to an existing rail corridor, a noise impact assessment must be carried out. Mitigation such as optimising the track construction and alignment and the use of noise barriers, either through landscaping or purpose-built walls or fences, should be considered in the design to</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The LTP now includes a noise policy, which sets out proposals to reduce the noise impacts of transport.</p>	<p>Noise impacts</p>



Feedback	Organisation	Proposed revision(s)/response	Topic area
minimise any adverse noise impact should be considered.			
A.8 Appropriate policies should be added to this section. The Strategic Environmental Assessment (SEA) and Community Impact Assessment (CIA) should also be reviewed and updated to include a comprehensive consideration of the impacts of noise on health, and effective mitigation.	Cambridge City Council and South Cambridgeshire District Council	The LTP now includes a noise policy, which sets out proposals to reduce the noise impacts of transport. The SEA and CIA have been reviewed in the light of this new policy.	Noise impacts
A.9 The Historic Environment section could be clearer that it includes a wide range of elements, from designated and undesignated buildings and assets, and historic landscapes. It should also reference potential use of the assets for the benefit of people rather than just something that needs to be protected. Heritage sites are places to visit, and promoting these as destinations should be part of any strategy supporting sustainable transport modes.	Cambridge City Council and South Cambridgeshire District Council	Noted	Protecting / enhancing built environment
Policy Theme 10 reduce emissions A.1 Summary: Policies support: using new technologies as they become available to minimise the environmental impacts of transport; managing and reducing transport emissions; and encouraging and enabling sustainable alternatives to the private car including reducing the need to travel.  A.2 Response: As addressed earlier in this response it is crucial that the LTP responds to issues regarding climate change and air quality.	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action
A.3 Electrification of rail routes, referenced as a project, is important to supporting reduction of the environmental impact of travel, and should be given greater prominence in the main strategy document.	Cambridge City Council and South Cambridgeshire District Council	Greater emphasis on electrification of the rail network in the CPCA area has been included in the LTP.	Rail services

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>A.4 The plan references that the Greater Cambridge Partnership recently agreed to fund both an electric bus and hybrid bus in Cambridge to understand and examine their operation on the local network. Policies support 'greening' of public transport modes such as buses and trains by examining alternative fuels such as electricity and hydrogen. These measures are supported. Exclusion of reference to biofuels is also supported, due to their potential impact on emissions.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>A.5 The objective to reduce emissions should include reference to air quality as well. For example, "Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change and air quality."</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>There is already a specific 'air quality' objective: Ensure transport initiatives improve air quality across the region to exceed meet good practice standards</p>	<p>Drafting / minor amendment</p>
<p>A.6 Policy 10.1.2 refers to investigating the feasibility of introducing incentives for taxi operators to electrify their fleet. To accompany this will also require charging infrastructure. There is reference to supporting area wide taxi-only electric vehicle rapid charging infrastructure in Policy 8.1.1, and such measures are crucial if the move to electrify the fleet is to be successful.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>Policy Theme 11 and 12 address walking and cycling.</p> <p>A.1 Summary: Cycling and walking policies are informed by the work of the Greater Cambridge Partnership. Policies include a range of measures to enhance the cycling network, improve cycle parking and ensure new developments support walking and cycling.</p> <p>A.2 Response: The section on walking seeks to support walking trips, but it would benefit from an additional policy seeking walking infrastructure through new developments in a similar fashion to policy 12.4 for cycling.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Policy Theme 11.1 has been updated to include a policy relating improving walking infrastructure in new developments (similar to Policy 12.4)</p>	<p>Walking and Cycling</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
A.3 Generally, the LTP could place stronger emphasis on the role cycling plays in commuter movements, particularly in the Greater Cambridge area. Cycling provides for over 1/3 of journey to work trips in the Greater Cambridge area and this needs to be reflected as strongly as possible within the LTP. It should also acknowledge that the arrival of affordable e-bikes is an opportunity to significantly lengthen the distances that people will cycle to work.	Cambridge City Council and South Cambridgeshire District Council	The LTP has been updated to place more emphasis on the role of cycling for commuting, and notes that e-bikes create the opportunity to significantly lengthen the distances people are willing to cycle	Walking and Cycling
A.4 A wide range of measures are identified, and their inclusion is supported. There are references to 'Dutch-standard segregated walking and cycling infrastructure', however, the term is not defined in the plan, and a clearer definition should be provided, including examples.	Cambridge City Council and South Cambridgeshire District Council	Clearer definition of Dutch-standard cycling infrastructure, including links to design guidance, are now included in the LTP	Walking and Cycling
A.5 Segregation for cycling in the draft LTP refers to segregation from traffic. There will also be circumstances where there should also be segregation from pedestrians. This should be stated in the LTP, and such circumstances should be described.	Cambridge City Council and South Cambridgeshire District Council	The LTP notes that, where pedestrian flows are significant, pedestrians should be segregated from cyclists.	Walking and Cycling
A.6 Maintenance of cycling and walking infrastructure is also important, such as maintaining the width of paths by controlling vegetation and keeping surfaces in good repair. The importance of maintaining cycling and walking infrastructure should be addressed in theme 18.	Cambridge City Council and South Cambridgeshire District Council	The importance of maintenance of walking and cycling infrastructure is noted in Theme 18.	Walking and Cycling
A.7 The plan will need to be updated to include reference to the soon to be published Local Transport Note 1/19, all cycling infrastructure should meet this standard which includes reference to the needs of all users including those with adaptive cycles and those carrying children.	Cambridge City Council and South Cambridgeshire District Council	Greater detail has been provided in the cycling policy regarding defining high quality infrastructure, and providing reference to the design guidance.	Walking and Cycling
A.8 An additional policy or detail within a policy is needed to ensure that cyclists needs are considered at the design stage of any highways and transport improvement schemes.	Cambridge City Council and South Cambridgeshire District Council	Updated LTP to ensure that cyclists needs are considered at the design stage of any transport scheme	Walking and Cycling

Feedback	Organisation	Proposed revision(s)/response	Topic area
A.9 Under priorities within and around the Market Towns is the point 'ensuring new developments include cycle provision to a minimum standard' which is very unambitious. Developers should be providing cycling and walking infrastructure to a high standard throughout the region. A change should be made to clarify this.	Cambridge City Council and South Cambridgeshire District Council	Updated	Drafting / minor amendment
A.10 Reference should be made to the National Cycle Network (NCN) in the region and that the Combined Authority and other Councils will work with Sustrans to promote and improve lengths of the NCN that run through the Combined Authority area.	Cambridge City Council and South Cambridgeshire District Council	The NCN is now referenced in the cycling policy	Walking and Cycling
A.11 Mention should be made of Bike sharing schemes – supporting and encouraging them as well as managing on-street dockless schemes so that they are not to the detriment of the public realm. They should accord with the agreed Code of Conduct for Cambridge which can be used as a basis for the rest of the region if dockless bike schemes are introduced outside Cambridge.	Cambridge City Council and South Cambridgeshire District Council	The LTP now includes greater detail on support / encouragement for on-street dockless bike sharing schemes, subject to agreed Code of Conduct for Cambridge (in Policy Theme 12.3?)	Walking and Cycling
A.12 The Local Cycling and Walking Infrastructure Plan (LCWIP) should be referenced with regard to assessment of schemes – this will be a key document when identifying walking and cycling schemes, including making linkages with the strategic schemes referenced in the main document, filling in the gaps and enabling easy active travel between and within towns and villages.	Cambridge City Council and South Cambridgeshire District Council	The LCWIPS are now referenced throughout the LTP	Walking and Cycling
Policy theme 13 delivering a seamless public transport system  A.1 Summary: Policies aim to explore new methods of ticketing to improve ease and affordability of travel, improving journey information, and delivery of multimodal transport hubs, including new park & ride sites further out from Cambridge which link to the CAM. This includes encouraging new methods of mobility such as 'Mobility as Service'.  A.2 Response: These policy goals are supported. Significant rail improvements are	Cambridge City Council and South Cambridgeshire District Council	Noted - no action	No action

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>planned, including new stations. It will be important that other sustainable transport modes are supported allow effective connections to railway stations to support onward journeys.</p>			
<p>Policy theme 14: Rural transport services.  A.1 Summary: The CPCA will explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders. They will also support local community transport. A key element is how rural bus services are provided. The CPCA, in line with the recommendations of the Strategic Bus Review, is beginning engagement with local operators on how to improve service provision and integration through ‘Enhanced Partnerships’. high-quality Enhanced Partnerships could not successfully be negotiated with operators, the Combined Authority will explore alternative franchising options for the bus network, allowing them to directly control routes, services and fares, in line with the requirements under the Bus Services Act 2017.A.2 Response: Measures to support rural transport services are supported, particularly given pressure on transport subsidies in recent years. The interchange between different services and transport modes is crucial, to allow access to a range of destinations. In our response on the guiding principles above we commented on the need to consider movement between villages as well as to Cambridge. This is an important consideration for rural bus services as well, due to certain key facilities not being available in every village, but with nearby villages acting as rural hubs, particularly for health and education facilities. This should be referenced in paragraph 11.69 of the policy document.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>The importance of travel *between* rural villages - and the need for good interchanges / travel hubs for rural buses - is now referenced in Para 11.69 of the LTP policy document.</p>	<p>Bus + DRT</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Policy theme 15: Improving public transport in our towns and cities</p> <p>A.1 Summary: Policies aim to deliver transformational mass transit, in the form of the CAM, road space for buses, and respond to air quality issues, working with GCP and local councils. This includes specifically, through bus operating models, the requirement for ultra-low emission hybrid and zero emission electric vehicles, and delivery of the infrastructure needed to support them. It also supports establishment of a 'Clean Air Zone' within Cambridge and/or Peterborough City Centre, if pursued by local councils.</p> <p>A.2 Response: Such measures are supported, and vital to maintain and improve the quality of the urban environment.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Noted - no action</p>	<p>No action</p>
<p>Policy Themes 16 and 17 address traveling by coach and rail.</p> <p>A.1 Summary: Policies aim to support measures to deliver a more reliable, integrated, passenger-friendly rail network; facilitate improvements to stations; explore options to expand the rail network to link to new settlements, corridors and growth areas; and support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity. Working with operators to increase the frequency of trains on key routes, and deliver new infrastructure such as the relocated Waterbeach station, a station at the Cambridge Biomedical Campus, and rail capacity improvements.</p> <p>A.2 Response: Proposals to expand and make greater use of the rail network are supported. As stated earlier in this response, potential for new stations at Fulbourn and at Cherry Hinton should be included within the long-term rail aspirations.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Reflecting the early stage of these projects, they have not been included in the LTP.</p>	<p>Rail services</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Policy theme 18: The local road network.</p> <p>A.1 Summary: Promotes the efficient maintenance and use of the local road network. This relates also to reducing the need to travel and promoting the use of more sustainable modes of transport. It proposes to identify a key local road network, to identify parts of the network which should be prioritised for management and maintenance.</p> <p>A.2 Response: Maintenance of transport networks is an important issue. Maintenance programmes need to be meaningful and measurable, and this should be added to 18.3. The focus of this chapter is on maintenance of the road network, but the cycling and pedestrian network also needs to be appropriately maintained, particularly if it to encourage use, and this should be addressed in the LTP.</p>	<p>Cambridge City Council and South Cambridgeshire District Council</p>	<p>Greater detail re maintenance of the local transport network, including the walking and cycling network, has been included in the LTP</p>	<p>Highway maintenance</p>
<p>we do have concerns that some of the proposed schemes have potential for significant adverse impacts on the natural environment.</p>	<p>Natural England</p>	<p>CA to note Natural England's' concerns re the adverse impacts of some proposed transport schemes.</p>	<p>Requirement for CPCA</p>
<p>Our advice is that further work should be undertaken, in liaison with key environmental stakeholders, to gather evidence to inform a robust assessment of impacts to the natural environment and the deliverability of avoidance and mitigation measures. This, should be used, together with the proposed application of the user hierarchy, to select and prioritise the development of sustainable transport projects.</p>	<p>Natural England</p>	<p>CA to note Natural England's' view that significant further work re the impacts of the schemes should be undertaken, and used to inform scheme prioritisation.</p>	<p>Requirement for CPCA</p>
<p>We note that the current LTP strategy is a 'blended approach' which focuses on a range of significant capital investments in highway, public transport and walking and cycling infrastructure, designed to support a significant increase in travel demand (expected to be generated by significant new development including ~100,000 new homes and employment growth) but tailored to the local geographic and travel context. We understand the need for a multi-modal approach to the</p>	<p>Natural England</p>	<p>CA to note Natural England's' concerns re the emphasis on large highway projects in the LTP, despite the user hierarchy and efforts to develop the sustainable transport network.</p>	<p>Requirement for CPCA</p>

Feedback	Organisation	Proposed revision(s)/response	Topic area
<p>Plan; however, we are concerned that the emphasis appears to be on delivering new major highways projects. This seems at odds with the proposal to apply the ser hierarchy and to develop a sustainable transport network.</p>			
<p>Since details of the proposed LTP projects are currently unknown, including critical factors such as location and design, it has not been possible for Natural England to offer detailed comments. As indicated through the SEA Report, the LTP has potential for negative effects on the natural environment until project details and potential to mitigate adverse impacts have been identified. Our comments in Annex A therefore seek to highlight our support and /or recommendations for further work on key aspects of the Plan.</p>	Natural England	Noted - no action	No action
<p>We have had a review of the document and recognise the rail aspirations that are contained in it and note them for consideration as part of our ongoing strategy for enhancing the rail network. Following the publication of the Cambridgeshire Corridor rail study earlier this year, we are proposing to develop a similar one in approx. a year on connectivity from Norfolk and Suffolk which will be of relevant to your combined authority. This will look to consider the LTP.</p>	Network Rail	Noted - no action	No action



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# The Cambridgeshire and Peterborough Local Transport Plan

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## Appendices

Appendix A: Glossary of terms

## Executive Summary

This is the first Local Transport Plan for Cambridgeshire and Peterborough. It replaces the Interim Local Transport Plan, which was published in June 2017 and was based upon the existing Local Transport Plans for Cambridgeshire (Local Transport Plan 3) and Peterborough (Local Transport Plan 4). The Plan describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. 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.

This Local Transport Plan has been 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. Engagement has taken place throughout with several of central government's arm's length bodies such as Highways England and Network Rail, as well as neighbouring transport and highway authorities. In addition to working with public sector partners, our work has also been informed by wider stakeholder engagement, including with transport operators; industry groups; and community organisations.

The Plan is split in to three main parts:

- This **Local Transport Plan** sets out the vision, goals and objectives that define how transport will support the Cambridgeshire and Peterborough Combined Authority's (Combined Authority) Growth Ambition, and our approach to meeting these objectives. A summary of the plan is provided in this Executive Summary.
- The **Transport Delivery Plan** summarises the projects that the Combined Authority – together with our partners – aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed and updated through time, and the roles and responsibilities of the Combined Authority and its delivery partners (separate annex).
- **Our Policies** describes requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network (separate annex).

A draft of this document was released for public consultation which ran for fifteen weeks in the summer of 2019. Key stakeholders including Local Authorities, statutory bodies and members of the public were invited to comment on the content of the Local Transport Plan. The plan was subsequently amended to reflect the feedback received. A summary of consultation responses is provided in the accompanying **Consultation Report**.

The Plan is also complemented by the following supporting documents:

- **Evidence Base;**
- **Strategic Environmental Assessment (SEA);**
- **Habitats Regulation Assessment (HRA);** and
- **Community Impact Assessment (CIA)** - incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA).



## Policy alignment

The Local Transport Plan has been developed in tandem with a range of other documents. This ensures that it describes a coherent and complementary suite of schemes, programmes and initiatives. Taken together, these documents explain how the Combined Authority can support and deliver wider environmental, social and economic objectives. The Local Transport Plan has built on the body of work included within the Mayor's Interim Transport Strategy Statement, previous Local Transport Plans, the work of the Greater Cambridge Partnership, and Local Planning Authorities' Local Plans. The Plan and its associated interventions are strongly aligned with local, regional and national policies.

From an economic perspective, the scale of opportunity for sustainable growth and development is defined by the Cambridgeshire and Peterborough Independent Economic Review (CPIER), and the Combined Authority's response to this in the form of our Growth Ambition Statement. This restates our commitment to double GVA over 25 years and recognises the role of the Combined Authority to lead and bring together public, private and third-sector bodies in order to secure the action and investment needed to make that happen.

The spatial context for the strategy is provided by the Strategic Spatial Framework (non-statutory) and current Local Plans. Phase 1 of the Strategic Spatial Framework sets out how the Combined Authority will support the implementation of development strategies in Local Plans to 2036, so that jobs and homes ambitions are met. However, in order to meet our growth ambition, a step-change in housing delivery is required.

The Strategic Spatial Framework identifies the opportunities for longer-term strategic planning between the Combined Authority and Planning Authorities from 2036 to 2050 and these will be developed through ongoing stakeholder engagement. A second phase of work, currently underway, will provide a longer-term development strategy to 2050 that is designed to inform the next round of Local Plan updates.

Closer alignment between spatial and transport planning can allow economic growth without driving increased travel. It is essential that transport services are designed to support historic settlement patterns, particularly for residents and businesses located in rural areas. A key contribution to the Combined Authority's efforts in this area is the work of the Bus Reform Task Force.

The Task Force was launched early in 2019 and has three main workstreams: to establish an integrated framework to assess subsidy requirements, to identify and implement tangible short-term improvements to bus services, and to develop and examine the business case for a number of alternative delivery options for bus services in Cambridgeshire and Peterborough.

In addition to implementing a public transport system which offers a genuine alternative to the car, this Local Transport Plan describes a range of policies designed to reduce the environmental footprint associated with travelling to, from and around Cambridgeshire and Peterborough. They include targets to achieve net zero carbon by 2050 in line with national priorities, and to double the area of rich wildlife habitat and natural greenspaces under management by 2050. The Plan also includes adoption of biodiversity net gain principles which mandate that all new developments must leave the natural environment in a measurably better state than beforehand, and extensive measures to enhance air quality.

Alongside the Local Industrial Strategy and Spatial Framework, this Local Transport Plan completes the suite of documents which articulate the Combined Authority's response to CPIER.

The Plan provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will inform the next, immanent, round of Local Plan development. As the overarching spatial strategy for Cambridgeshire and Peterborough continues to develop, it may be necessary to refresh the Local Transport Plan accordingly. The Combined Authority will continue to work closely with its partners in spatial planning and the delivery of transport priorities to identify the most appropriate time to refresh the Local Transport Plan.

## **Vision, goals and objectives**

### *Vision*

The Combined Authority's Local Transport Plan vision is:

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**To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all**

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The vision is intended to capture the aspirations for Cambridgeshire and Peterborough's transport network, reflecting our ambition to provide:

- 'A world-class transport network' – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors.
- 'Sustainable growth' – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life, supports the transition to a net zero carbon economy and protects or enhances the environment.
- 'Opportunity for all' – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.

### *Goals*











Our goals are intended to outline (at a high level) what wider outcomes we want the transport network in Cambridgeshire and Peterborough to achieve. They are fully consistent with the guiding principles outlined in the Mayoral Interim Transport Strategy Statement and Growth Ambition Statement:

- **Economy:** Deliver economic growth and opportunity for all our communities.
- **Society:** Provide an accessible transport system to ensure everyone can thrive and be healthy.
- **Environment:** Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon

### *Objectives*

Each of the objectives of the Local Transport Plan underpin the delivery of the goals, and form the basis against which schemes, initiatives, and policies will be assessed. They address the challenges and opportunities inherent in accommodating growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making. The objectives of the Local Transport Plan are described in Table i.

**Table i: Local Transport Plan objectives**

Goal	Objective	
Economy		Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
		Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity
		Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
		Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
Society		Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries
		Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
		Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
		Ensure transport initiatives improve air quality across the region to meet good practice standards
Environment		Deliver a transport network that protects and enhances our natural, historic and built environments
		Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

## **Overarching strategy**

Our region is both large and diverse: Cambridgeshire and Peterborough is home to some 850,000 residents and 42,000 business, in an area covering some 340,000 hectares. The area has a diverse geography with a wide range of communities from the cities of Peterborough and Cambridge, to large market towns and a network of rural villages and hamlets.

Developing a unified transport strategy for the whole region is therefore complex. At its core, is providing choices in the way we travel to be less reliant on the car and ensuring we put our communities – the places we live, work and visit – first in the planning and investment in our transport network. Integrated transport and spatial planning, investment in high quality public realm in our town and city centres, safe and attractive active travel infrastructure, accessible and frequent public transport and innovative new transport modes designed to enhance mobility all play an important role in helping achieve our ambition for healthy, thriving communities in Cambridgeshire and Peterborough.

### *Economy*

Our strategy will help to deliver the Combined Authority's strategic ambition to become the UK's capital of innovation and productivity, doubling the size of its economy from £22 billion Gross Value Added (GVA) to £40 billion over the next 25 years. Improving journey times, both by road and rail, and reliability is important for businesses to access their markets, collaborators and supply chains. Improving journey times will also help to increase the geographical catchment from which to draw growing workforces, helping businesses to realise their full potential for growth.

Enhancing our transport network and creating new journey opportunities that do not solely rely on the private car is key to preventing congestion from worsening, and to accommodate new and existing journeys as sustainably as possible. Large-scale investment in public transport will provide extra capacity for people to travel sustainably while delivering our regions' growth. Projects in this category include; a new rail link to Wisbech, improved highway links designed to accommodate ultra-low emission vehicles, electric vehicle charging points and other emerging technologies.

Growth must be inclusive, truly sustainable and distributed appropriately across the entirety of the area. It should create places where all members of our community contribute to, and benefit from, our area's growth and success. Currently, employment, amenities and prosperity are predominantly centred in and around the cities of Cambridge and Peterborough, but these cities also contain significant areas of deprivation, and Cambridge has the most uneven income distribution of any UK city. This Plan helps to spread success across our region, ensuring that all our residents benefit from growth wherever they live.

### *Society*

The transport network must provide access to a wide range of sites and amenities, all of which are important for effective social functioning. It must connect current housing and employment sites and provide additional capacity for the transport network to accommodate extra journeys from more households and to more jobs. This improvement must also be aligned with investment in digital connectivity, energy supplies and other utilities.

This investment will ensure that the area is globally renowned for being forward-thinking and progressive regarding mobility and movement – putting the region at the forefront of tackling one of the Government's Industrial Strategy Grand Challenges – the future of mobility.

Ultimately, our ambition is that everyone should have access to a good job, within easy reach of their home. To achieve this will require not only an increasing level of jobs, but also provision of high-quality housing and commercial spaces within and near existing communities to accommodate a growing population and workforce. The Combined Authority is supporting the region's Local Planning Authorities in targeting more than 90,000 new jobs and over 100,000 new homes by 2036, as outlined in their adopted Local Plans.

By providing real choices for how people travel this will promote social mobility, inclusive growth and improve health: a key driver for productivity. Transport will continue to play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Investment in our sustainable transport network will facilitate improved access to education and skills provision, including for those without access to a car.

Many rural areas have poor public transport connectivity, reducing the opportunities to access employment opportunities, key services, and amenities. For people without the use of a car, including young people, those on low income or for people with disabilities, these challenges are exacerbated. For future gains in productivity and economic growth to benefit all our residents, investment in sustainable modes of transport will be prioritised, as this will ensure the network is safe and accessible, integrated and well-connected for all people who move to, from, within and through the region.

#### *Environment*

Our approach, including a commitment to biodiversity net gain through investment in transport and the developments it supports, will help our communities to become high quality, sustainable environments where people want to live. Reducing the need to travel, and distances travelled, through integrated land use, transport planning, investment in digital and mobile connectivity and energy supply, will be a central pillar in meeting local and national ambitions to significantly reduce greenhouse gas emissions as we move towards net zero carbon by 2050.

This Plan identifies a range of schemes and other interventions that will create sustainable travel opportunities, reduce traffic flows and improve air quality through encouraging people to walk or cycle rather than drive for shorter journeys. This includes investment in world-class new and enhanced Dutch-quality facilities for pedestrians, cyclists and other non-motorised users. For example, a network of segregated cycleways and new bridges over the Rivers Nene, Cam and Ouse, and designed to accommodate a wide range of non-motorised users including horse riders and carriage drivers.

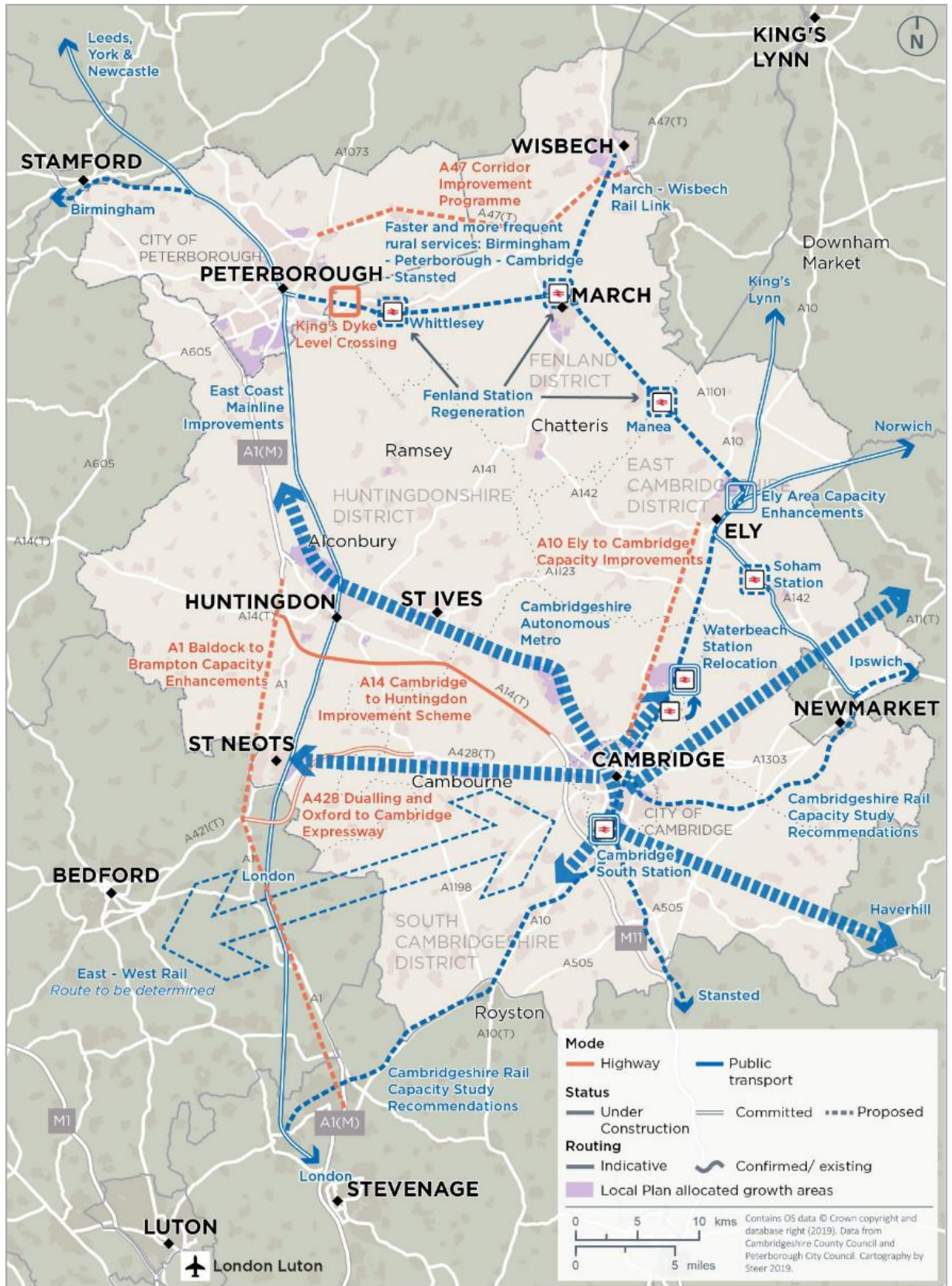
In addition to dedicated corridors for cycling, walking and other non-motorised modes and the creation of a public transport network that offers a genuine alternative to the car, all new public transport and highway infrastructure will be designed to include parallel cycling and walking corridors with suitable access and crossing points.

### **Our priority schemes**

This Local Transport Plan is forward-focused and visionary, with strategic objectives that will need to be achieved if the vision is to succeed. These objectives underpin the delivery of the Local Transport Plan and form the basis against which schemes have been assessed. They are described below with a selection of key schemes to illustrate how they will be delivered.

Figure i shows the Combined Authority's priority transport schemes. These have been designed to align with the major development sites across the region – sites that transport investment will help unlock to recognise the economic potential of the region.

Figure i: Key projects for Cambridgeshire and Peterborough





### *Transport and the economy*

We want to connect all new and existing communities sustainably, so residents can easily access a good job within 30 minutes, spreading the region's prosperity. The transport network across the area is already of a good quality, but there remain significant areas for improvement. As much as possible, we want to encourage transfer from the private car to public and 'active' transport modes, ultimately aiming to reduce 'car dependency'. Improving the links between those more rural market towns such as Ramsey and Chatteris and larger urban centres will be central to this.

Traffic congestion is the most frequent form of disruption to our region's transport network, posing a risk to the Combined Authority's future growth and prosperity. Within urban and surrounding areas, solutions to manage demand for road space are being explored, such as the construction of the Cambridgeshire Autonomous Metro (CAM). CAM will provide high quality, high frequency metro services, delivering a step change in connectivity across the city and helping to deliver 'agglomeration benefits': the productivity improvements delivered through industrial clustering and specialisation. Opportunities to expand the CAM network beyond Cambridge and its environs to Peterborough (via Alconbury Weald and Ramsey) will be explored, and options to provide a mass-transit solution for Peterborough will also be considered.

Rail usage continues to be on the rise across the Combined Authority area, and we will promote a range of schemes to help encourage and accommodate this trend. For example, there are a number of new railway stations being proposed for the region, including Soham station, which would reintegrate Soham town into the national rail network, and Cambridge South station, the construction of which would provide much needed additional capacity near the Cambridge Biomedical Campus. East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will transform public transport connectivity along the Oxford to Cambridge corridor, while construction of a new rail link from March to Wisbech would improve public transport connectivity to the latter. More locally, rail improvements such as Ely Area Capacity Enhancements (EACE) scheme will enable more frequent services and make journeys quicker for passengers.

Buses form a fundamental component of the transport network across Cambridgeshire and Peterborough, particularly in rural areas. The Bus Reform Task Force will explore the best operating and delivery model for our public transport network, while acknowledging the different requirements of urban and rural residents. For example, we will seek to ensure that rural areas have a public transport service that provides access to employment, education, shopping and recreation including, for example, enhanced links between St Ives and Huntingdon. In addition, we will continue to work with operators to place inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network.

Cycling also plays a key role in commuting. More than a quarter of people within Cambridge alone travel to work by bike – the highest rate in the country. Greater levels of cycling will not only help more people travel to work easily and cheaply, but help to relieve traffic congestion, and enable our region to grow sustainably. We will continue to work with our partners to improve infrastructure for cyclists, and other non-motorised users, with segregated Dutch-type infrastructure along major road corridors and a network of 'Greenways' connecting to major employment hubs. Our policies support the promotion and roll-out of new technology,

such as affordable e-bikes and cargo bikes, which will allow new groups of people to cycle and commute longer distances by bike.

Although we want to prioritise the development of public and 'active' transport modes, we also recognise that the private car remains a key mode for many residents across Cambridgeshire and Peterborough. We will therefore support targeted highway infrastructure and enhancement schemes such as upgrades to the A47 between Kings Lynn, Wisbech and Peterborough, to improve labour market accessibility to and from the Fens and Wisbech Garden town; King's Dyke crossing improvements, to relieve traffic congestion and associated safety issues caused by the level crossing; and dualling of the A428, which will significantly improve commuter links along the Oxford to Cambridge corridor. Improvements to the A14, one of the most congested routes in the country, are currently underway and will bring journey time, reliability and safety benefits to residents, workers and businesses alike. New travel hubs and interchanges will act as gateways to our public transport network, giving car users the opportunity to travel sustainably for part of their journey.

Alongside the physical improvements, we are committed to enhancing the region's 'virtual network'. Faster, more reliable digital connectivity – with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate – will provide improved connectivity between businesses and to homes; greater working flexibility, thereby taking the strain off the transport network; and allow better management of our transport networks to increase capacity, make travel times more reliable, and ultimately, make journeys safer.

Improvements to the transport network will help to support new housing and development to accommodate a growing population and workforce, and address housing affordability issues. The housing market is currently very 'overheated', particularly around Cambridge, where the average house price is nearly 13 times the annual salary, compared to the national average of just under 8 times. The effects of higher house prices spread through the economy, potentially slowing growth. The local plans include targets for over 100,000 new homes, by 2036, with the location of the strategic sites shown in Phase 1 of the Spatial Framework. Transport, such as a new highway links to the north of St Neots, will help to unlock future development sites and connect new residents to jobs and amenities.

Necessary partnerships and plans are currently being developed for the construction of vastly improved public transport connectivity to Alconbury. Connectivity and a new travel hub will play a central role in delivering over 8,000 jobs at the Alconbury Weald Enterprise Zone, accelerate the development of 6,000 new homes and sustainably connect new residents to jobs and amenities. Improvements on the Ely-Cambridge transport corridor will unlock key opportunities such as a new town north of Waterbeach and development on the Cambridge Science Park.

### *Transport and society*

Everybody should be able to access our transport network, feel safe, and be healthier when they do so. We want to promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. To achieve this, the network must be examined at every scale, from curb-heights to area-wide highway network planning, ensuring that nobody is excluded from using the transport network due to personal circumstances; income, age, disability or any other factors.

This ‘human-centred’ thinking is a central component of our approach across projects and schemes. We also want to embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries on the transport network. Almost all transport related deaths occur on the road, and so improvements to highway safety, in partnership with the Cambridgeshire and Peterborough Road Safety Partnership and our highway authority partners, will be our focus when aiming to reduce fatalities and injuries on the transport network.

Finally, we recognise that the transport network does not always function flawlessly and is subject to internal and external stresses that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption, improving journey time reliability.

The Cambridgeshire and Peterborough area is one of the driest in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will look to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable. By ensuring that the transport network is protected against human and environmental disruptions, journey time reliability will be improved for residents, allowing better journeys across the Combined Authority.

#### *Transport and the environment*

Whilst encouraging appropriate development, we also want to deliver a transport network that protects and enhances our natural, historic and built environments. We are fortunate to have exceptionally high-quality environments within Cambridgeshire and Peterborough, which have positive impacts on the quality of life for our residents. Nonetheless, there are biodiversity challenges and not everyone has easy access to good quality open space. We will therefore integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment during construction and operation.

We will aim to ensure transport initiatives improve air quality across the region, exceeding good practice standards. The Combined Authority has a responsibility to implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles.

Reductions in vehicle mileage and shifting journeys to sustainable modes such as walking, cycling and public transport are very important, but need to be achieved alongside ‘greening’ of public transport vehicle fleets and improvements to transport infrastructure to enable easy uptake of low emission transport modes. Our proposals to improve air quality in Cambridgeshire and Peterborough are directly linked to the key priorities identified in the Cambridge City Council Air Quality Action Plan (AQAP) 2018-2023 and the Joint Air Quality Action Plan for the Cambridgeshire Growth Areas (2015). They have been informed by discussions with Peterborough City Council Air Quality Task and Finish Group and Cambridge City Council’s Air Quality Team.

The key areas identified for action, and to be supported through the Local Transport Plan, include:

- reducing emissions from taxis, buses, coaches, and HCVs;

- mandating consideration of electric vehicle charging points for all new or upgraded highway infrastructure;
- maintaining low emissions through the planning process, and long-term planning; and
- improving public health.

We will minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale and by committing to a target of net zero carbon by 2050, want to ensure that Cambridgeshire and Peterborough are at the forefront of driving reductions in emissions from transport.

To help deliver these changes we must also provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles. ‘Active’ transport modes such as walking and cycling have a very positive impact upon local air quality, greenhouse gas emissions, and public health. Walking and cycling are already popular transport modes within certain areas of the Combined Authority, such as Cambridge, but we must ensure that they become more widespread across the region. To help promote walking and cycling, we will develop Local Cycling and Walking Infrastructure Plans (LCWIPs) to provide evidence for prioritised investment in infrastructure for walking, cycling and other non-motorised users. We will develop high quality cycle provision, through schemes such as the Greater Cambridge Partnership’s Greenways. This will involve building upon the current network and providing additional links to join up key destinations that are already partially served (for example the Chisholm Trail in Cambridge).

The use of active travel as part of multi-modal trips will be encouraged wherever possible. For example, we will investigate the possibility of a cycle hub in Peterborough city centre and improve cycle links to other key destinations around the city. Broadly we must consider ‘place’ and ‘movement’ function when designing new infrastructure to ensure that we can provide good transport connectivity whilst retaining and developing ‘healthy streets’.

Cambridgeshire and Peterborough depends upon national and international connectivity to drive its economic prosperity. We must therefore ensure that all our region’s businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports. For example, the Combined Authority is currently working in partnership with Highways England to assess the viability of dualling the A47, which would significantly improve east-west freight movement in the north of the Combined Authority area. In addition, we will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.

### **Implementing the strategy**

The accompanying Delivery Plan outlines how this Local Transport Plan will be delivered and is aligned entirely with the Combined Authorities Assurance Framework and Monitoring and Evaluation Framework. It summarises:

- the roles and responsibilities for delivering transport infrastructure and services;
- explains the governance arrangements to ensure that delivery of the Local Transport Plan is coordinated and controlled;
- outlines a high-level schedule for delivery of transport investment;
- indicates the sources of funding available to pay for the investment programme; and

- explains how the success of the Local Transport Plan will be monitored and, in time, evaluated.

It describes the important checks and balances that are in place to ensure that we are making the best possible use of public and private funds and, aligned to this, the parallel steps we are taking to remove unnecessary red-tape so that the benefits of improvements to our transport networks are secured sooner and at lower cost.

# 1 The Cambridgeshire and Peterborough Local Transport Plan

## Introduction

- 1.1 This document sets out the first Local Transport Plan for Cambridgeshire and Peterborough. It replaces the *Interim Local Transport Plan* published in June 2017 and which was *de facto* based upon the existing local transport plans for Cambridgeshire (LTP3) and Peterborough (LTP4)<sup>1</sup>.
- 1.2 The strategy has been developed by the Combined Authority in consultation with Cambridgeshire County Council, the six District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, Peterborough and South Cambridgeshire), the Greater Cambridge Partnership, Highways England and Network Rail. In preparing the strategy we have also sought the comments, advice and guidance of a wide range of consultees in the public, private and third sector including regional transport bodies, industry representative groups and community organisations.
- 1.3 In response to the *Cambridgeshire and Peterborough Independent Economic Review* (CPIER)<sup>2</sup>, the Combined Authority has set out a *Growth Ambition Statement*<sup>3</sup>. This statement repeats our Devolution Deal target to double economic output to £40bn over 25 years. In doing so, the Growth Ambition Statement acknowledges the CPIER perspective that “this [level of growth] is particularly ambitious” and embraces the challenge that “current efforts are not enough to secure that growth.” At the same time, we recognise that growth cannot come at any cost. Therefore, this Local Transport Plan sets out a trajectory for us to achieve net zero carbon by 2050 and to deliver net improvements to biodiversity.
- 1.4 In parallel to the Local Transport Plan, the Combined Authority is developing a Strategic Spatial Framework for Cambridgeshire and Peterborough. Phase 1 was approved in March 2018 and sets out how the Combined Authority will support the implementation of development strategies in Local Plans to 2036, including proposals on how existing housing allocations could be accelerated. A second phase of work, currently underway, will provide a longer-term development strategy to 2050 that is designed to inform the next round of Local Plan updates.
- 1.5 Nonetheless, 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. It will do so by:

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<sup>1</sup> Source: [Cambridgeshire & Peterborough Combined Authority website transport section](#) (Cambridgeshire & Peterborough Combined Authority, 2019)

<sup>2</sup> Source: [Cambridgeshire and Peterborough Independent Economic Review](#) (Cambridgeshire & Peterborough Combined Authority, 2018)

<sup>3</sup> Source: [Growth Ambition Statement](#) (Cambridgeshire & Peterborough Combined Authority, 2019)

- In conjunction with the Combined Authority’s Assurance Framework, providing a rigorous process for transport scheme prioritisation and development, which will ensure that investment is directed to those areas where it can contribute most to the wellbeing of the area; and
- Presenting a Delivery Plan which set out the Combined Authority’s spending programme, based on the resources available. These Delivery Plans will be reviewed annually through the Medium-Term Financial Planning process<sup>4</sup>.

1.6 This plan has been developed in line with current Local Transport Plan guidance and best practice. It is based upon an extensive evidence base, a summary of which is provided in a separate annex. It has also been subject to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.

1.7 The remainder of this document is structured as follows:

- Chapter 1 explains the role and purpose of a Local Transport Plan, sets out our vision, goals and objectives for transport in Cambridgeshire and Peterborough, summarises the evidence base that has informed our assessment of the challenges and opportunities facing our communities, and summarises how we deliver the schemes, policies and initiatives described in the plan.
- Chapter 2 introduces our overarching strategy for the area. It explains how our transport network will be enhanced to support the goals and objectives set out in Chapter 1, and describes the principles that have been used to guide its development;
- Chapter 3 contains location-specific details of our strategy, including information regarding the key transport planning approaches and schemes and initiatives that will be required.
- Chapter 4 presents a summary of the policies that have been identified to support delivery of the Local Transport Plan, grouped by theme (e.g. enabling development, expanding labour markets etc.) and objective.

1.8 This main Local Transport Plan document is supplemented by a suite of accompanying documents.

- The **Transport Delivery Plan** summarises the projects that the Combined Authority – together with our partners – aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed and updated through time, and the roles and responsibilities of the Combined Authority and its delivery partners.
- **Our Policies** describes requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network.
- The **Consultation Report** provides a summary of the public consultation process and other stakeholder engagement activities, identifies key themes in the responses provided and describes how we have modified the Local Transport Plan in response to the feedback received.

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<sup>4</sup> Source: [2019/20 Budget and Medium-Term Financial Plan 2019 to 2023](#) (Cambridgeshire & Peterborough Combined Authority, 2019)

- The **Evidence Base** examines the current and future socio-economic, environmental, and transport conditions in the region, aiming to identify the key challenges the Local Transport Plan should seek to tackle and the opportunities that transport can help realise.
- Three statutory **Impact Assessments** including the Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA)).

## Progress to-date

- 1.9 As noted previously, this strategy should be considered as a successor document to the existing Local Transport Plans for Cambridgeshire and Peterborough, albeit with a greater focus on achieving the Combined Authority’s ambitions for substantial and sustainable area-wide growth. It builds upon the considerable success of Cambridgeshire County Council and Peterborough City Council in delivering the improvements set out in their respective Local Transport Plans, the Greater Cambridge Partnership in implementing its transport priorities and the Combined Authority in funding, financing and delivering major transport schemes. This section briefly highlights some recent achievements from across our area.

### Urban Realm

- 1.10 A series of improvements to the ‘urban realm’ of the villages, market towns and cities have recently been implemented. The completion of the St Neots Masterplan, for example, which includes a range of projects such as the new foot and cycle bridge in St Neots town centre mentioned above, has established St Neots as the first ‘Smart Town’ in the country.
- 1.11 In Peterborough, the City Council has recently delivered a package of significant infrastructure developments in Bourges Boulevard. These are designed to relieve congestion, significantly reduce delay at critical locations (in particular to improve access to the railway station car park) and promote development as part of regenerating the city centre. The Greater Cambridge Partnership and Cambridge City Council are currently working on *Spaces and Movement* Supplementary Planning Document and have published a Clean Air Zone Feasibility Study.

### Sustainable Transport

- 1.12 Use of sustainable and ‘active’ transport modes is significantly higher in parts of our area than the national average, the result of proactive efforts to improve the attractiveness of these modes. Peterborough City Council for example, has used funding from the DfT to deliver Bikeability training, which aims to give children confidence on their bikes, so they are more likely to take up cycling as adults. Since 2016 training has been provided to almost 6,000 pupils. Peterborough City Council has also developed partnership arrangements with a number of organisations, including Sustrans, to provide a range of initiatives to promote active and sustainable travel. In 2017 the Sustrans ‘Bike-It’ scheme reached its 70,000th engagement with pupils, teachers and families in Peterborough.<sup>5</sup>
- 1.13 In Cambridge, the Greater Cambridge Partnership has delivered a number of cycle route improvements, including improvements to the A10 cycleway to Melbourne and the implementation of four cross-city cycling schemes to improve key routes within the city. Work

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<sup>5</sup> ‘Bike-It is a behaviour change programme for schools developed by Sustrans, which works by delivering training involving students, staff, parents and the wider school community. The programme aims to normalise riding a bike and to increase the number of pupils regularly cycling to school.



has started on the 'Chisholm Trail', which will provide a new route linking Cambridge North and Cambridge stations, generating connectivity across the city. Funding has been secured and design contracts awarded for a new foot and cycle bridge in St Neots, funded partially by the Combined Authority. When constructed, the bridge will offer a safer, traffic-free crossing of the Great Ouse for non-motorised users.

- 1.14 Cambridgeshire County Council recently secured £10.1 million from Department for Transport's (DfT) Cycle City Ambition Fund, the aim of which was to provide separate cycle lanes on the main roads in Cambridge and to create good quality cycle links to employment areas in Cambridge and South Cambridgeshire. This funding was used to construct a new segregated on-carriageway cycle lane on Huntingdon Road, Cambridge, improving safety and making cycling a more attractive travel option.

### **Public Transport**

- 1.15 Vital steps have been taken to maintain and improve our public transport network. For example, the Combined Authority has committed £9 million of investment into March, Manea and Whittlesea railway stations to aid their regeneration, and is currently working with the Greater Cambridge Partnership to develop a strategic outline business case for CAM. The CAM project is highly ambitious and aims to deliver a mass transit solution to the urban area of Cambridge, which suffers from serious congestion and connectivity issues and which will need a significant improvement in connectivity if our growth ambition is to be delivered.

- 1.16 The Combined Authority has saved several critical bus services from closure and has completed a strategic review of bus services in Cambridgeshire and Peterborough<sup>6</sup>. This review recommended that the Combined Authority should engage with operators to investigate short term improvements, while exploring alternative long-term delivery models. In order to provide an integrated response to the recommendations from the report, the Combined Authority Board approved the establishment of the Bus Reform Task Force, which commenced work in early 2019. Its role is to:
- establish an integrated framework to assess subsidy requirements;
  - identify and implement tangible short-term improvements to bus services; and
  - develop and examine the business case for alternative delivery options for bus services in Cambridgeshire and Peterborough.

- 1.17 In the meantime, the Greater Cambridge Partnership is running the 'City Access Project', which aims to reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels. To this end, the Greater Cambridge Partnership has undertaken wide-reaching public engagement on improvements to the public transport network; options for reducing congestion; and improving air quality, including running the UK's first Citizens' Assembly on transport, which met in September and October 2019 to consider these issues.

- 1.18 In support of this work, the Greater Cambridge Partnership is working with Cambridgeshire City Council on a Spaces and Movement Supplementary Planning Document<sup>7</sup> and has

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<sup>6</sup> Source: [Cambridgeshire and Peterborough Strategic Bus Review: Options Report](#) (Systra, 2019)

<sup>7</sup> A Supplementary Planning Document adds further detail to the policies set out in the Local Plan and helps to guide future development. The 'Spaces and Movement Supplementary Planning Document' aims to help guide improvements to the city centre, identifying opportunities to improve public spaces and the way people move around the city.

commissioned and published a Clean Air Zone Feasibility Study, the outputs of which will be used to inform the Cambridge City Access Package. In addition, an 'Intelligent City Platform' has been developed by 'Smart Cambridge', which makes use of real-time travel data to provide clear information for travellers across the city through an app-based interface, helping to provide information to travellers and local authorities about the functioning of the transport network.

- 1.19 Looking ahead to the future of Public Transport, the Greater Cambridge Partnership recently agreed to fund both an electric bus and hybrid bus in Cambridge to understand and examine their operation on the local network. Smart Cambridge is supporting a project trialling the use of autonomous shuttles as part of its public transport offering. This will see the design and build of six autonomous shuttles which will be tested on the Guided Busway in Cambridge outside current operating hours.

### **Highways**

- 1.20 Finally, to help alleviate bottlenecks which cause congestion and serious disruption to the journeys of many residents on a daily basis, a significant number of infrastructure improvements have been implemented on our road network. For example, the existing level crossing on the Peterborough Road, near the Kings Dyke Nature reserve, has long been the cause of serious delays between Peterborough and Whittlesey. The Combined Authority are providing £30 million to improve the infrastructure of this crossing.
- 1.21 Cambridgeshire County Council and the Combined Authority have already provided funding for the Ely Southern Bypass, a new road connecting the A142 at Angel Drove to Stuntney Causeway, including bridges over the railway line and the River Great Ouse and its floodplains. The bypass opened to traffic on Wednesday 31<sup>st</sup> October 2018 and has eased congestion in and around Ely by providing a new link between Stuntney Causeway and Angel Drove to the south of the city.
- 1.22 Peterborough City Council and Cambridgeshire County Council have also been collaborating to repair drought-damaged roads, work which has been nominated for two awards due to the effectiveness of the collaboration, and the innovative way that the work is being completed.

## **The Local Transport Plan**

### **What is a Local Transport Plan?**

- 1.23 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.<sup>8</sup> 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.

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<sup>8</sup> Source: [Cambridgeshire and Peterborough Devolution Deal](#) (HM Government and Cambridgeshire & Peterborough Combined Authority, 2017)

- 1.24 This Local Transport Plan is intended to set out the Combined Authority’s plans and strategies for maintaining and improving all aspects of the local transport system. This is the first Local Transport Plan to be produced by the Combined Authority and sets out:<sup>9</sup>
- 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.
- 1.25 A Local Transport Plan should also consider the maintenance, operation and best use of existing transport assets, while at the same time giving due regard to environmental issues and opportunities.
- 1.26 The Plan is split in to three main parts:
- This **Local Transport Plan** sets out the vision, goals and objectives that define how transport will support the Combined Authority’s Growth Ambition, and our approach to meeting these objectives. A summary of the plan is provided in this Executive Summary.
  - The **Transport Delivery Plan** summarises the projects that the Combined Authority – together with our partners – aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed and updated through time, and the roles and responsibilities of the Combined Authority and its delivery partners.
  - **Our Policies** describes requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network.
- 1.27 The Local Transport Plan 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.
- 1.28 The Combined Authority has identified priority schemes which support delivery of the vision and objectives for transport described later in this chapter. These schemes will need to be supported by initiatives identified, developed and prioritised by local promoters and decision-makers. By doing so our cities, towns and villages will be able to maximise the opportunities and benefits presented by the area-wide schemes highlighted in this document, while accommodating local views, opportunities and constraints.
- 1.29 The Transport Delivery Plan and Combined Authority Assurance Framework describe the process through which new policies and schemes can be accommodated within the Combined Authority’s transport investment programme.

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<sup>9</sup> The Plan is produced in accordance with the Combined Authority’s duty, as set out in the Local Transport Act 2008. This Act also removed the requirement to prepare a new Local Transport Plan every five years and replaced it with a requirement to keep the Local Transport Plan under review and replace it as the authority sees fit.

### **Why is a Local Transport Plan needed?**

- 1.30 This Local Transport Plan sets the policy framework for the development, assessment, design and implementation of transport interventions across Cambridgeshire and Peterborough. It provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will also inform the next round of Local Plan development being embarked upon imminently.
- 1.31 The plan has been developed within the context of supporting one of the county's most vital economies to thrive and grow. As stated by the Cambridgeshire & Peterborough Independent Economic Review:

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“The area contains some of the most important companies and institutions in the country, much of its very highest quality agricultural land, and the cities and towns that continue to support both.”

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- 1.32 It will, therefore, help us to establish a fully integrated, multi-modal transport system in Cambridgeshire and Peterborough. It is a critical tool in developing a transport system that supports the Combined Authority's goals of economic growth and opportunity, equity and environmental responsiveness. It will inform our work with communities and other organisations, ensuring that we respond to local needs and deliver investments with good value for money and which support our journey towards net zero carbon.
- 1.33 Moreover, the Local Transport Plan will explain how we will work with a variety of partners to deliver investment and services that maximise the growth potential of the area, promoting the wellbeing of our residents, businesses and visitors. Some of these partners will include; the Business Board and employers in the area, the Greater Cambridge Partnership, neighbouring councils, and central Government. As noted in our Growth Ambition Statement, partnership will be essential to delivery.

### **How does the Local Transport Plan relate to other strategic documents?**

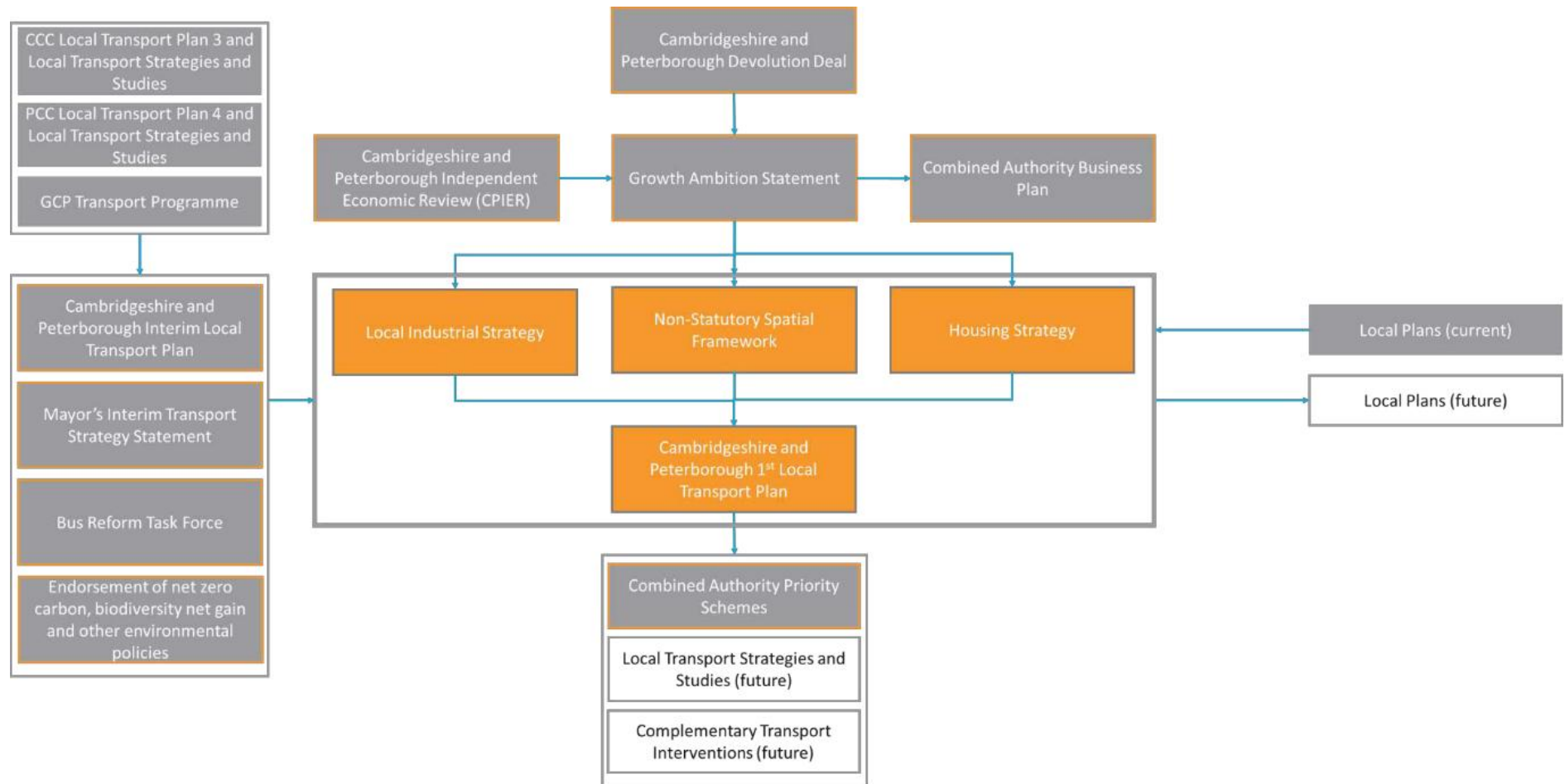
- 1.34 The Local Transport Plan has been developed in tandem with a range of other documents to ensure it describes a coherent and complementary suite of schemes, programmes and initiatives that support wider environmental, social and economic objectives. It has built on the body of work of included within the Mayor's Interim Transport Strategy Statement, previous Local Transport Plans, the work of the Greater Cambridge Partnership, and Local Planning Authorities' Local Plans.
- 1.35 The Plan has been assessed to ensure alignment with relevant local, regional and national policies, and all interventions will be required to align similarly as they are developed. Figure 1.1 illustrates the relationships between the Local Transport Plan and local and regional policy and strategy documents.
- 1.36 From an economic perspective, the scale of opportunity for sustainable growth and development is defined by the Cambridgeshire and Peterborough Independent Economic Review (CPIER), and the Combined Authority's response to this in the form of our Growth Ambition Statement. This restates our commitment to double GVA over 25 years and recognises the role of the Combined Authority to lead and bring together public, private and third-sector bodies in order to secure the action and investment needed to make that happen.

- 1.37 The spatial context for the strategy is provided by the Strategic Spatial Framework (non-statutory) and current Local Plans<sup>10</sup>. Phase 1 of the Strategic Spatial Framework sets out how the Combined Authority will support the implementation of development strategies in Local Plans to 2036, so that jobs and homes ambitions are met. In order to meet our growth ambition, however, a step-change in housing delivery is required.
- 1.38 To meet this challenge, the Strategic Spatial Framework identifies the opportunities for longer-term strategic planning between the Combined Authority and Planning Authorities from 2036 to 2050, including through ongoing stakeholder engagement. A second phase of work, currently underway, will provide a longer-term development strategy to 2050 that is designed to inform the next round of Local Plan updates.
- 1.39 Finally, in order to secure sustainable economic growth this Local Transport Plan describes a range of policies designed to reduce the environmental footprint associated with travelling to, from and around Cambridgeshire and Peterborough. They include targets to achieve net zero carbon by 2050 in line with national priorities, and to double the area of rich wildlife habitat and natural greenspaces under management by 2050. The Plan also includes adoption of biodiversity net gain principles which mandate that all new developments must leave the natural environment in a measurably better state than beforehand, and extensive measures to enhance air quality.

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<sup>10</sup> Source: [Cambridgeshire and Peterborough Strategic Spatial Framework \(Non-Statutory\): Towards a Sustainable Growth Strategy to 2050](#) (Cambridgeshire & Peterborough Combined Authority, 2018)

Figure 1.1: The Local Transport Plan and other strategic documents



1.40 Relevant documents include:

- **Interim Local Transport Plan:** The interim Local Transport Plan has been reassessed to better understand the which objectives and schemes from it are still relevant. The new Local Transport Plan addresses the shortfalls in the existing Local Transport Plan, to ensure full alignment with the Combined Authority’s bold and ambitious transport aspirations.
- **Mayoral Interim Transport Strategy Statement:** We have incorporated the ambitious vision set out by the Mayor into the Local Transport Plan, ensuring that the key features and strategic framework that emerge from the Local Transport Plan work towards achieving this vision.
- **Cambridgeshire and Peterborough Independent Economic Review (CPIER):** We have incorporated the findings from the CPIER into our own evidence base, which outlines how the Cambridgeshire and Peterborough economy interacts with transport, and identified the mechanisms through which transport can strengthen the economic potential of the area.
- **Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory):** The Strategic Spatial Framework sets out how the Combined Authority will support the delivery of Local Plan development strategies (to 2036), define our ambitions and opportunities to growth for 2050, and set out joint working arrangements. We have incorporated the planned development numbers and locations provided in the report into our analysis of the future challenges and opportunities faced by the transport network. In particular, to consider what is needed to ensure that transport can support the planned growth of the area.
- **Local Plans:** Local Plans set out the strategic priorities for development of an area and cover housing, commercial, public and private development, including transport infrastructure, along with protection for the local environment. We have reviewed existing Local Plans, and engaged with officers currently developing their Local Plans, to ensure alignment with the policies and strategies contained within the Local Transport Plan.
- **The Transport Investment Plan (Cambridgeshire):** The Transport Investment Plan (TIP) sets out the transport infrastructure, services and initiatives that are required to support growth in Cambridgeshire. Many of the schemes included in the TIP have also been identified by the Combined Authority for potential delivery to support growth. These range from strategic schemes identified through transport strategies; those required to facilitate the delivery of Local Plan development sites and for which Section 106 contributions will be sought; through to detailed local interventions. The Transport Investment Plan has informed our assessment of schemes for inclusion within the Local Transport Plan.
- **The Infrastructure Delivery Schedule (Peterborough):** The Peterborough Infrastructure Delivery Schedule (IDS) identifies infrastructure requirements to support the growth of Peterborough. This includes meeting the needs of current planned growth, as set out in the Peterborough Core Strategy and Site Allocations Development Plan Documents over the current plan period to 2026. It is intended to inform Council spending decisions and to the preparation of the Local Plan and other plans / strategies. The Infrastructure Delivery Schedule has informed our assessment of schemes for inclusion within the Local Transport Plan.

- 1.41 Alongside the Local Industrial Strategy and Spatial Framework, this Local Transport Plan completes the suite of documents which articulate the Combined Authority's response to CPIER.
- 1.42 The Plan provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will inform the next round of Local Plan development being embarked upon imminently, and as the overarching spatial strategy for Cambridgeshire and Peterborough continues to develop, so it may be necessary to refresh the Local Transport Plan accordingly. The Combined Authority will work closely with its partners in spatial planning and the delivery of transport priorities to identify the most appropriate time to refresh the Local Transport Plan over the coming years.



## Transport Vision 2050

### Our Ambition

- 1.43 The Combined Authority's overarching ambition and objectives are contained within our Devolution Deal - for the Combined Authority and its partners, over the next 30 years, to deliver a leading place to live, learn and work. This will be realised through achieving the following ambitions:
- doubling the size of the local economy over 25 years;
  - accelerating house building rates to meet the local and UK need;
  - delivering outstanding and much needed connectivity in terms of transport and digital links;
  - transforming public service delivery to be much more seamless and responsive to local need;
  - growing international recognition for our knowledge-based economy;
  - improving quality of life by tackling areas suffering from deprivation; and
  - providing the UK's most technical skilled workforce.
- 1.44 Better integration of transport and development planning has the potential to reduce the number of trips and the distance travelled by individuals. It can bring households and employers closer together, deliver productivity benefits from clustering and specialisation and, by making it easier to do business encourage investment and job creation in Cambridgeshire and Peterborough.
- 1.45 By using the Strategic Spatial Framework to strike a balance between the different possible patterns for future settlements, the Combined Authority will encourage development in those places where good transport can be provided, including along existing transport corridors and new garden villages. This integrated planning approach will therefore guide the investment in transport infrastructure that is needed to meet the area's growth ambitions, enable improved connectivity and act as a key enabler for sustainable growth.
- Ultimately, we want everyone to have access to a good job within easy reach of home. The integrated planning approach described above should help to achieve this. By providing real choices for how people travel, we will promote social mobility, inclusive growth and improve health. Transport will play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Moreover, our commitment to biodiversity net gain and target to deliver net zero carbon will help our communities to become high quality, sustainable environments where people want to live

### The Local Transport Plan for Cambridgeshire and Peterborough

- 1.46 Transport has a key role to play in bringing about the Combined Authority's vision for Cambridgeshire by contributing towards the delivery of its priorities, set out below. These priorities have been developed with available budgets in mind and reflect what communities want and need from the Combined Authority.
- 1.47 The Combined Authority's identified key transport priorities reflect a commitment to improve strategic connectivity to reduce commuting times and to support future development. We are committed to rigorous prioritisation based on business cases which assess the impact of the projects on future growth. Bringing transport and spatial planning together around projects like the CAM creates opportunities to fund future investment through Land Value Capture.

1.48 The vision, goals and objectives have been developed from – and are consistent with – the Mayoral Interim Transport Strategy Statement (MITSS), Growth Ambition Statement for Cambridgeshire and Peterborough, Strategic Economic Plans, and previous Local Transport Plans.

1.49 They have been developed under a simple hierarchy:

- the **Vision Statement** is short, simple and intends to capture the broad aspirations for Cambridgeshire and Peterborough’s transport network;
- the **Goals** develop the vision further, outlining the wider outcomes that investment in the regions’ transport network is expected to help deliver; and
- the **Objectives** form the foundations of the Local Transport Plan, against which schemes will be assessed. Objectives are aligned to policies, projects, first-order outputs (e.g. better public transport) and second-order outcomes (e.g. better quality-of-life).

#### **Vision for the Local Transport Plan**

1.50 The Combined Authority’s vision is to:

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

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1.51 The vision is intended to capture the aspirations for Cambridgeshire and Peterborough’s transport network, reflecting our ambition to provide:

- ‘A world-class transport network’ – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors.
- ‘Sustainable growth’ – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life, supports the transition to a net zero carbon economy and protects or enhances the environment.
- ‘Opportunity for all’ – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.

#### **Goals for the Local Transport Plan**

1.52 This vision guides the overall direction of this strategy, and from it we have developed the key goals around which the Local Transport Plan focuses. Our three goals are intended to outline (at a high level) what wider outcomes we want the transport network in Cambridgeshire and Peterborough to achieve. They bring greater context to the vision and identify the transport network as an ‘enabler’ of wider outcomes. They are:

- **Economy:** Deliver economic growth and opportunity for all our communities.
- **Society:** Provide an accessible transport system to ensure everyone can thrive and be healthy.
- **Environment:** Protect and enhance our environment and implement measures to achieve net zero carbon.

1.53 The goals are fully consistent with the guiding principles outlined in the Mayoral Interim Transport Strategy Statement and Growth Ambition Statement, and there is ‘read across’ with similar transport priorities / objectives of Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership.











- 1.54 Firstly, this transport strategy must facilitate economic growth, delivering opportunity and prosperity for all communities by providing good connectivity for commuters and businesses. There is a quantifiable economic cost to every minute spent travelling rather than working, and minimising these ‘wasted minutes’ will have a tangible economic return. Connecting businesses to markets and residents to good, high quality jobs, will expand opportunities for individuals across the region, and allow businesses to operate more efficiently. Better connectivity between businesses should also provide ‘agglomeration benefits’, by effectively bringing organisations closer together and making it easier to do business. In turn, this will attract inward and international investment to Cambridgeshire and Peterborough. Expansion of the transport network will open areas for future housing growth, allowing the labour market to expand and reduce living costs that threaten to stifle economic growth.
- 1.55 Secondly, this transport strategy must encourage social inclusion and equity of access to the transport network. Making sure that everyone can access key services and amenities that will allow communities to thrive and be healthy. This will include the provision of affordable transport networks that spread across the Combined Authority area and making sure that these are safe for all users. For example, we want to ensure that individuals are not ‘car dependent’ anywhere within the Combined Authority and we have a ‘Vision Zero’ objective; no deaths or serious injuries on the transport network. Connecting people to jobs and amenities, and businesses to the local supply chain helps to encourage social mobility and ensures that the benefits of future prosperity are spread to residents, businesses and visitors across Cambridgeshire and Peterborough.
- 1.56 Thirdly, this transport strategy must ensure that the environment is enhanced by future transport schemes, and that individuals are encouraged to take active and sustainable travel choices or, where possible, to travel less. Cambridgeshire and Peterborough currently have a high quality of natural environment which, through adhering to the principles of biodiversity net gain, must be enhanced by the future transport network. We want to ensure that air quality across the Combined Authority area, but particularly within Air Quality Management Areas, sees a marked improvement over the next ten years. We want to go further, not simply meeting the national standard for air quality, but exceeding it. And we want to reduce carbon emissions to net zero by 2050. ‘Active modes’ such as walking and cycling, and significant increases in the numbers of people using sustainable transport modes, will be particularly important for guiding this change, and have the added benefit of improving public health for residents.
- 1.57 These goals are clearly overlapping. For example, ensuring equitable access to the transport system will help to expand the potential labour market for employers, and improving the safety of the road network should help to allow people to make more sustainable travel choices. We believe that by concurrently pursuing these three goals the transport network will effectively serve all users and be sustainable for the long term. All three of these goals have, and will be, considered when analysing the merits of future transport schemes.

#### **Objectives for the Local Transport Plan**

- 1.58 Each of the ten objectives refers to one of the Local Transport Plan goals. These form the basis against which schemes, initiatives, and policies will be assessed. Objectives have been developed to reflect the Combined Authority’s aspirations for the transport network of Cambridgeshire and Peterborough and how it can support the wider economy, social inclusion, and the environment within Cambridgeshire and Peterborough. They address the challenges and opportunities inherent in accommodating growth sustainably, enhancing

freight and tourism connections, and putting people and the environment at the heart of transport design and decision making. The objectives of the Local Transport Plan are described in Table 1.1.

**Table 1.1: Local transport plan objectives**

Goal	Objective
Economy	 Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
	 Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity
	 Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
	 Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
Society	 Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries
	 Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
	 Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
	 Ensure transport initiatives improve air quality across the region to meet good practice standards
Environment	 Deliver a transport network that protects and enhances our natural, historic and built environments
	 Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change

## Evidence base

### Introduction

- 1.59 This Local Transport Plan is based on a thorough analysis of a range of supporting evidence. This evidence base examines the current transport conditions and socio-economic characteristics of the area, and an assessment of the likely future opportunities and constraints that we will need to plan for.
- 1.60 The vision and guiding principles set out in the Mayor's Interim Transport Strategy Statement have been translated into the ten objectives that were presented in the previous section. These objectives divide the Mayoral vision into specific areas against which we can prioritise schemes and interventions and measure their success upon delivery.
- 1.61 The following section presents a brief overview of the evidence which has been used to inform these objectives. Not all this evidence is primary evidence, as we drew extensively on information provided in the CPIER and Cambridge Futures work. A full version of the Evidence Base Report is provided as an annex to this document.

### Summary of evidence

#### *The economy and housing*

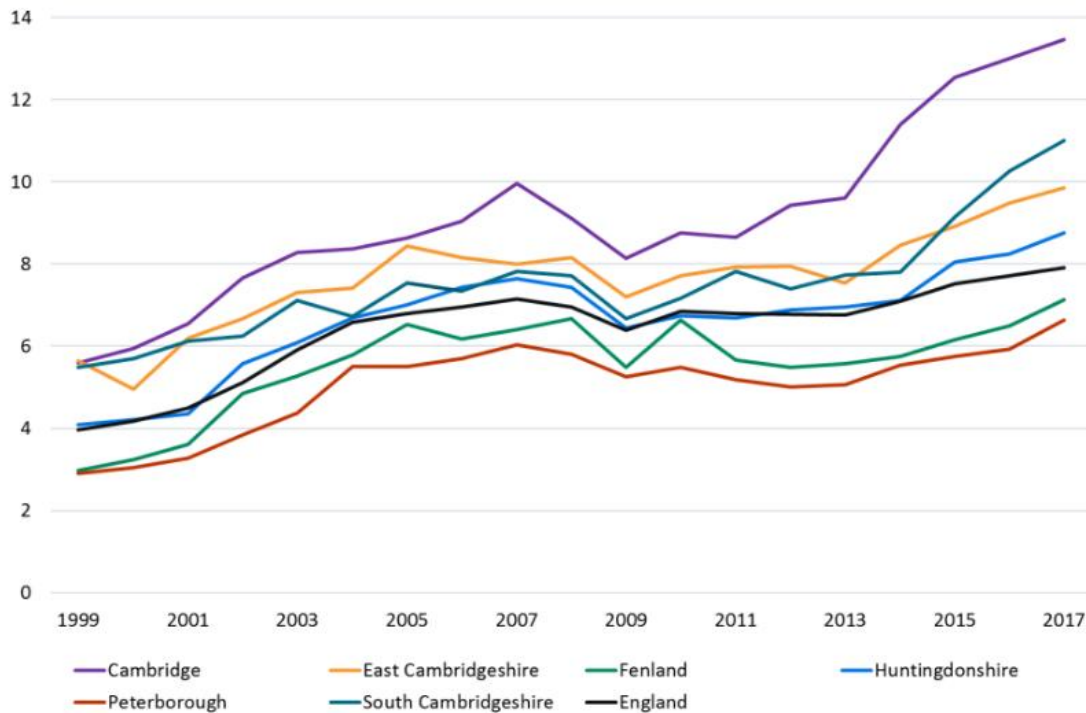
- 1.62 The transport network sits on top of a diverse socio-economic geography. The area is one of the most productive and fastest-growing in the country. Between 2001 and 2016 growth in economic output per head was 47% above the UK average in Cambridge, 7% above average in South Cambridgeshire and 3% above average in Peterborough.<sup>11</sup> Economic activity is concentrated in key 'clusters' of 'Knowledge-Intensive'<sup>12</sup> businesses, particularly around Cambridge and Peterborough. The dense concentration of these businesses allows them to take advantage of 'agglomeration benefits' but means that the prosperity they generate is, in turn, concentrated into small geographical areas, leading to high levels of inequality.
- 1.63 There is a significant risk that without careful integrated planning and appropriate development, future economic growth might 'overheat' the economy causing it to 'burn-out' – a scenario widely discussed in CPIER. The most obvious manifestation of this is the rise in house prices over the past two decades, driven by population growth outstripping the provision of new homes. This rise is illustrated by Figure 1.2.
- 1.64 Transport connectivity has a role to play in both enabling and connecting new development, as well as connecting more affordable areas to live with centres of employment and locations for key services and amenities.

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<sup>11</sup> Source: [Regional economic activity by gross value added](#) (Office for National Statistics, 2017)

<sup>12</sup> For the purposes of this document, 'knowledge intensive' jobs are considered to be those which rely heavily on professional knowledge, and include a broad range of intangible assets, like research, data, software and design skills, which capture or express human ingenuity. The creation and application of knowledge is especially critical to the ability of firms and organisations to develop in a competitive global economy and to create high-wage employment (Source: [OECD](#), 2013)

Figure 1.2: Ratio of median house price to median salary



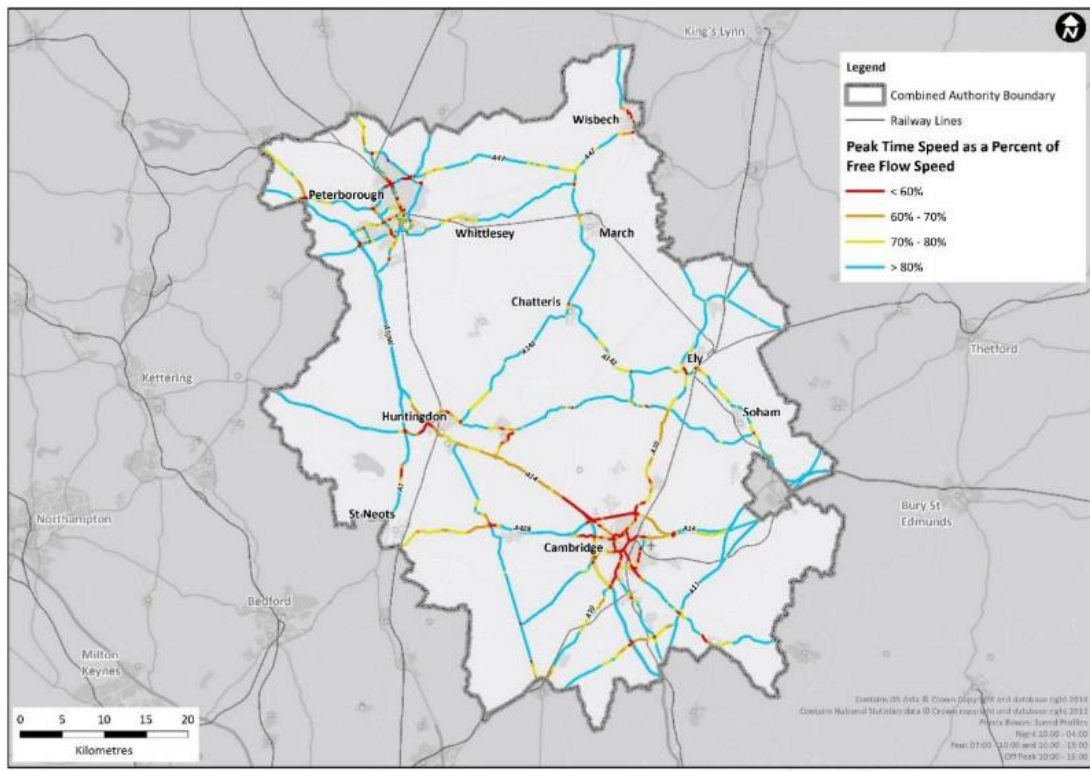
Source: Median average house prices to median average household earning (Office for National Statistics, 2018)

*Traffic, congestion and delay*

- 1.65 Congestion and delay act to limit the effectiveness of the transport network. Figure 1.3 shows observed morning ‘rush hour’ road vehicle speeds as a proportion of ‘free flow’ speeds. The average speed on all major roads entering Cambridge during the ‘rush hour’ is less than 60% of the ‘free flow’ speed. In addition, the road network often lacks resilience, where alternative routes do not exist (e.g. main inter-urban links across The Fens) or where opportunities for increasing capacity do not exist (e.g. in Cambridge and historic market towns and cities where the network is constrained by listed buildings and historic streetscape).
- 1.66 Congestion is not only detrimental for drivers of cars, lorries and other vehicles, but also for people taking buses, cyclists and pedestrians and other non-motorised users. On average, more than 20% of bus services within Cambridgeshire and Peterborough run late, in large part due to congestion<sup>13</sup>.

<sup>13</sup> Source: [Bus Statistics](#) (Department for Transport, 2018)

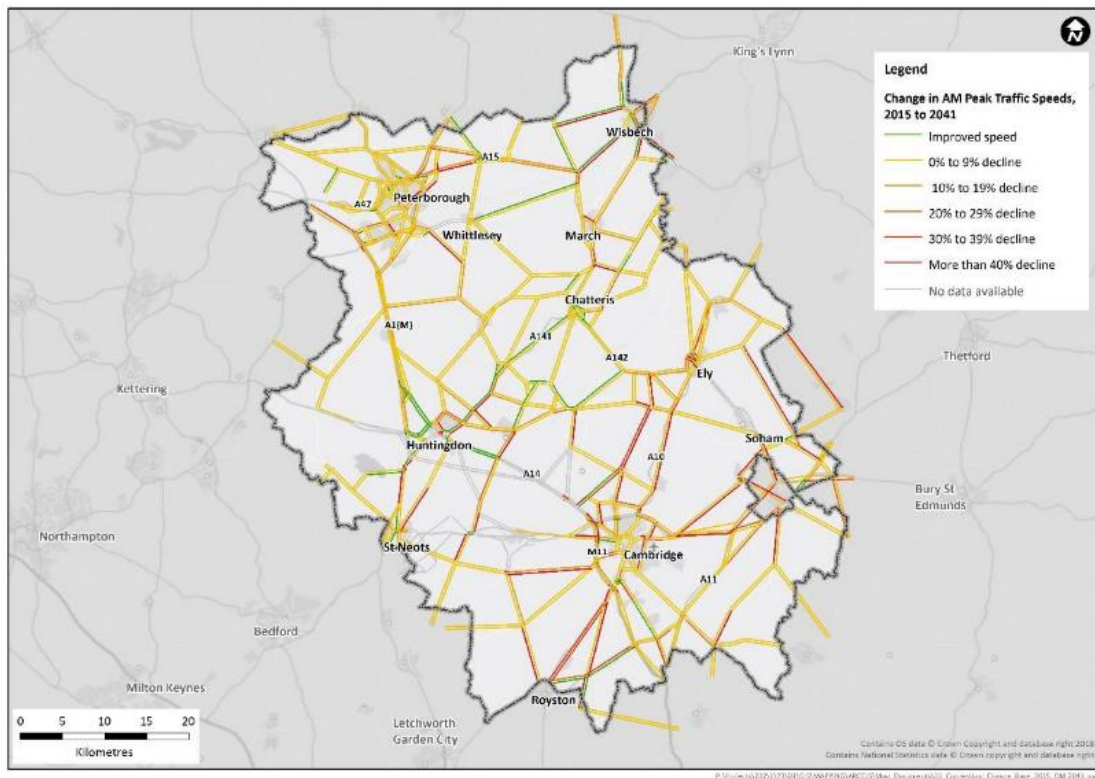
Figure 1.3: Observed traffic congestion in Cambridgeshire and Peterborough in 2015



Source: Satellite navigation and mobile phone data (DriveTime, 2015)

- 1.67 Future growth in housing and employment, and associated travel, is expected to result in worsening traffic congestion as capacity on the network becomes increasingly constrained, and act as a brake on the economy. Figure 1.4 outlines how traffic congestion across the region is forecast to worsen in the absence of further investment in highways or alternatives to private vehicles, based on outputs from Highways England’s traffic modelling for 2041.
- 1.68 There will be significant growth in the number of commuting trips originating in the areas around the City of Cambridge and to the west of Peterborough. Consequently, the A47 between Peterborough and Wisbech, together with radial routes serving Cambridge, will all see significant rises in congestion by 2041. Congestion will also worsen in and around other urban areas, particularly Ely, Wisbech and Huntingdon.
- 1.69 In short, this ‘business as usual’ scenario will not work. We will not be able to achieve our economic, social and environmental goals through inaction.

Figure 1.4: Forecast traffic congestion in Cambridgeshire and Peterborough in 2041



Source: South East Regional Transport Model

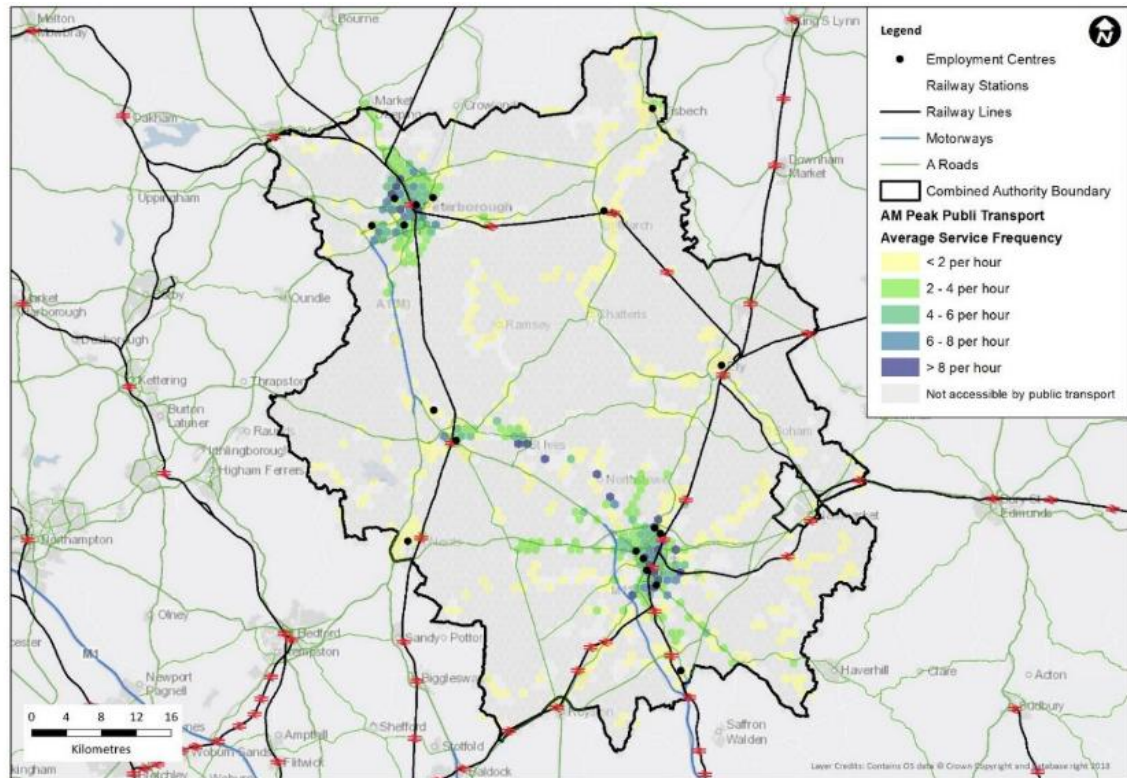
*Connectivity and accessibility*

- 1.70 Cambridgeshire and Peterborough enjoy relatively good transport connectivity, with strong links to major cities, ports and airports outside the Combined Authority area, and good connections between major urban areas within it. From Peterborough and Cambridge urban areas, London can be reached by rail in under an hour, Stansted Airport can be accessed on direct Cross-Country rail services, and the A14, A1(M) and M11 provide good strategic connectivity, including for freight travelling to the ports of Harwich, Ipswich and Felixstowe on the East Coast.
- 1.71 An overview of this transport infrastructure is provided in Figure 1.5, together with the service frequency of local bus and rail services across the Combined Authority. This high-level connectivity is critical for ensuring that the region’s businesses have easy access to the staff, suppliers and markets they need, and that tourist attractions can flourish. For example, domestic tourism alone brings an estimated 1.8 million visitor trips and £256 million annually into the area’s economy<sup>14</sup>.

<sup>14</sup> Source: [Great Britain Tourism Survey 2017](#) (Visit Britain, 2018)



Figure 1.5: Transport infrastructure and accessibility in 2018

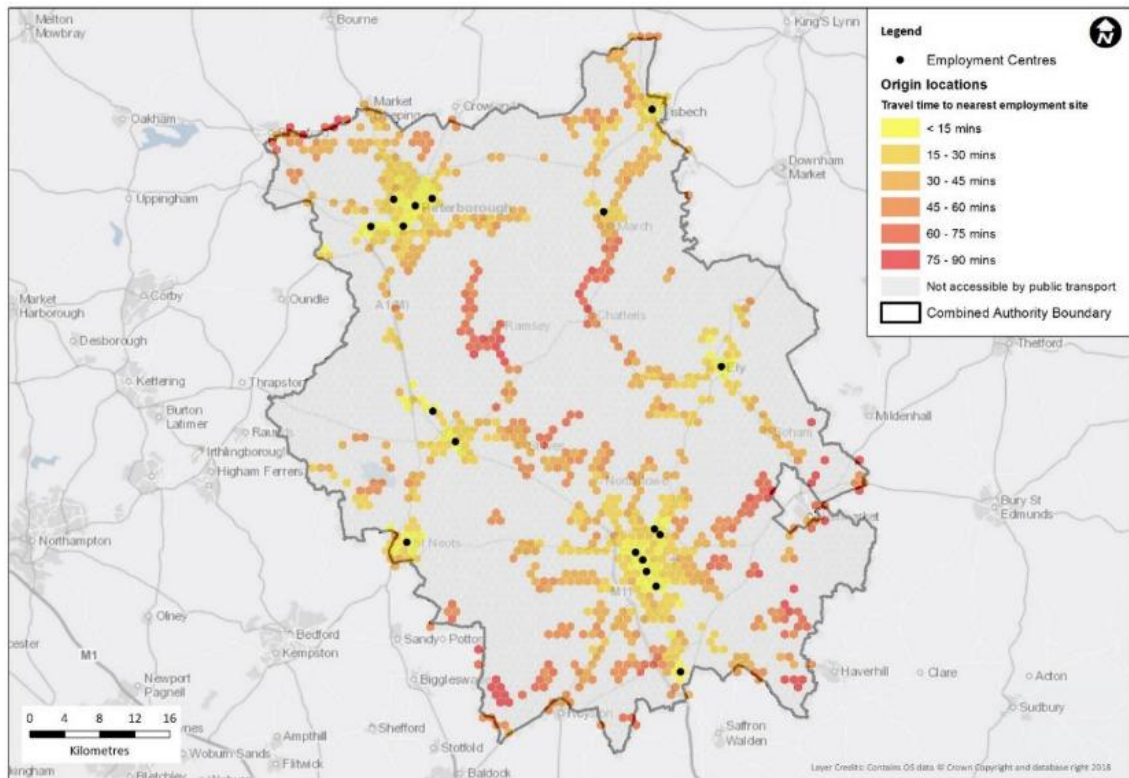


Source: Analysis conducted by Steer

- 1.72 However, connectivity within the Combined Authority is variable, with larger urban areas benefiting from significantly better transport network coverage than their small market town and rural counterparts. This translates into poorer access to jobs and opportunities for rural residents. In Cambridge 88%, and in Peterborough, 95% of residents are within 15 minutes by walking or public transport of a local primary school. By contrast, in South Cambridgeshire and East Cambridgeshire this figure falls to 77% and 79% respectively<sup>15</sup>.
- 1.73 Figure 1.6 demonstrates the accessibility by public transport to major employment sites (with more than 2,500 jobs) within Cambridgeshire and Peterborough, with each ‘hexcell’ representing one square kilometre. Although 58% of the population of Cambridgeshire and Peterborough are within 30 minutes of a major employment centre (and a further 25% are within 60 minutes), many rural areas, in particular, either lack direct public transport accessibility, or suffer from lengthy journey times that make it difficult to those without a car to access jobs and services elsewhere.

<sup>15</sup> Source: [Journey time statistics](#) (Department for Transport, 2018)

Figure 1.6: Accessibility to major employment sites by public transport in 2018



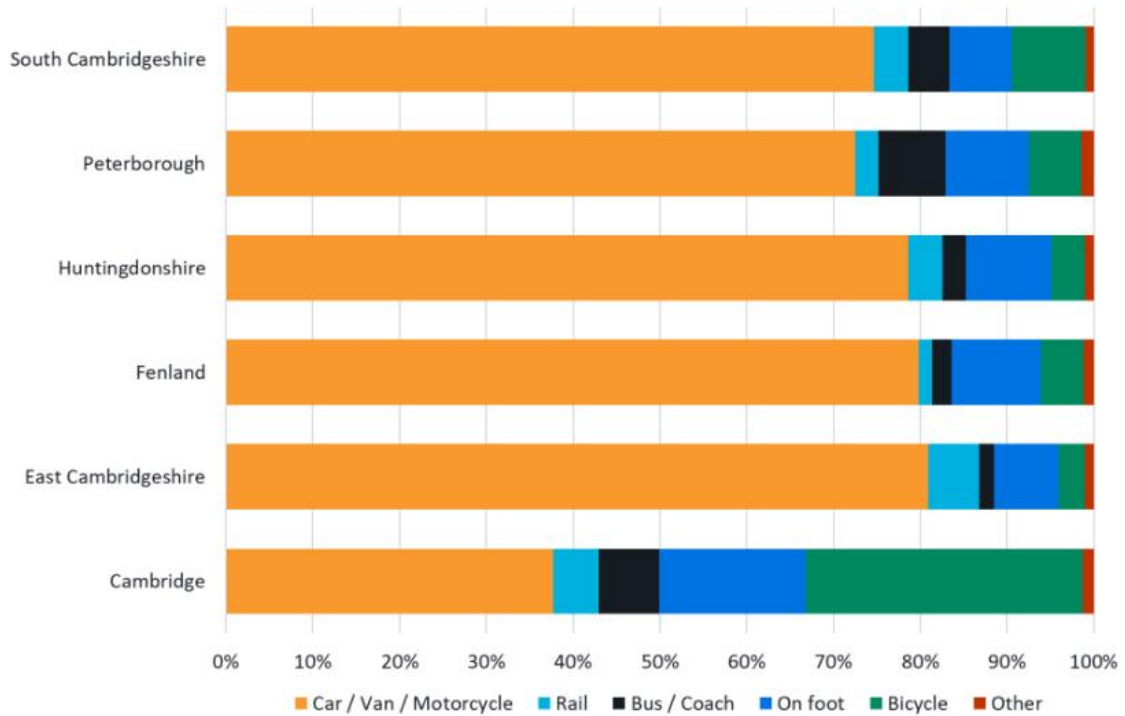
Source: Analysis conducted by Steer

- 1.74 For those without access to a car, rising fares for public transport are reducing the affordability of the public transport network. Currently fares are rising across the region, broadly in line with the national average, and significantly faster than RPI (for example, bus fares have increased nationally by an average of 66% since 2005)<sup>16</sup>. This threatens to increase ‘car-dependency’ – the position whereby an individual has no viable option available other than to use a car when making a journey.
- 1.75 One potential solution is to further promote the use of ‘sustainable’ transport modes. Their efficient use of road space makes them an effective way of tackling congestion, and the range of other benefits they bring, such as improvements to air quality, reductions in greenhouse gases, and improvements to public realm, are closely aligned to several Local Transport Plan objectives.

<sup>16</sup> Source: [Bus Statistics](#) (Department for Transport, 2018)

1.76 The use of ‘sustainable’ modes is already broadly popular within the Combined Authority area, and sees high levels of investment, particularly in Greater Cambridge where £16 per head is spent on cycling per annum, a higher figure than in any other area of the UK.<sup>17</sup> Cambridge enjoys the highest ‘mode-share’ of cycling within the region. However, in other areas of the Combined Authority, such as Fenland, levels of walking and cycling are significantly lower, as illustrated in Figure 1.7. New technology, such as the advent of affordable electric bikes, is already allowing new groups of people to cycle and lengthening the distance many are willing to travel by bike.

Figure 1.7: Method of travel to work



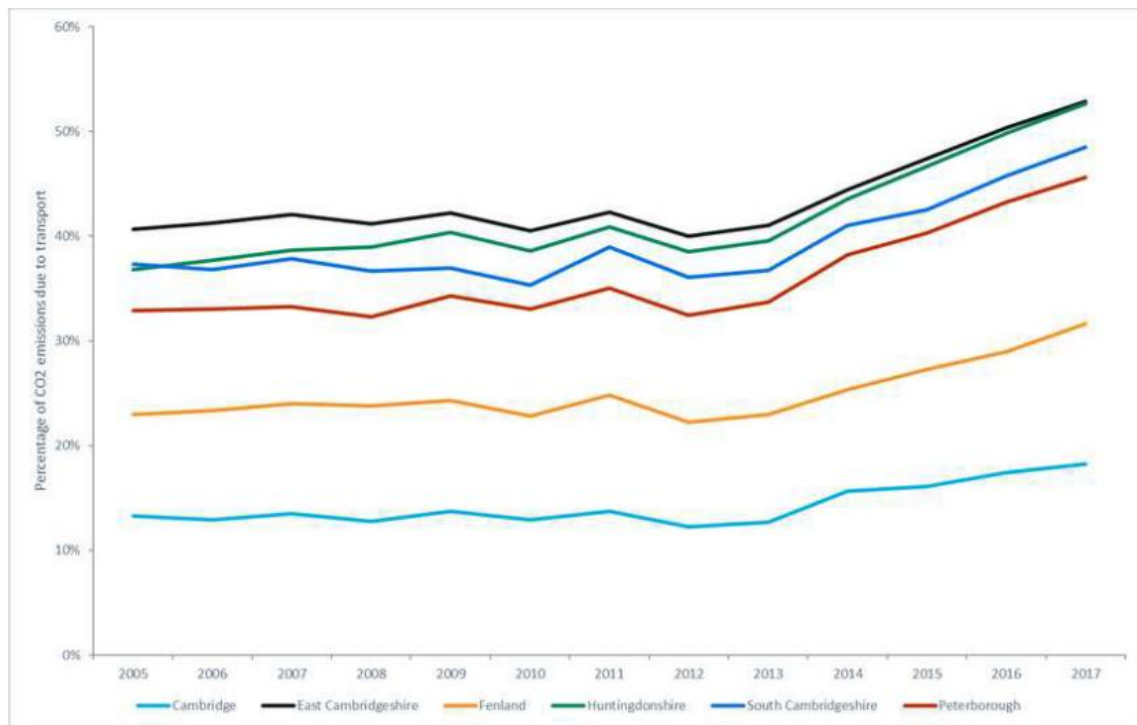
Source: 2011 Census Travel to Work Dataset (Office for National Statistics, 2011)

*Decarbonising transport*

1.77 Promoting the uptake of sustainable transport modes will have a significant, positive environmental impact. As illustrated by Figure 1.8, the proportion of CO<sub>2</sub> emissions produced by the transport has seen a marked increase in all Local Authorities in Cambridgeshire and Peterborough over the past four years. This is likely due to the fact that the transport network is failing to decarbonise as effectively as other sections of the economy.

<sup>17</sup> Source: [Greater Cambridge Partnership Website](#) (Greater Cambridge Partnership, 2018)

Figure 1.8: Percentage of total CO<sub>2</sub> emissions due to transport by local authority – 2005 to 2017



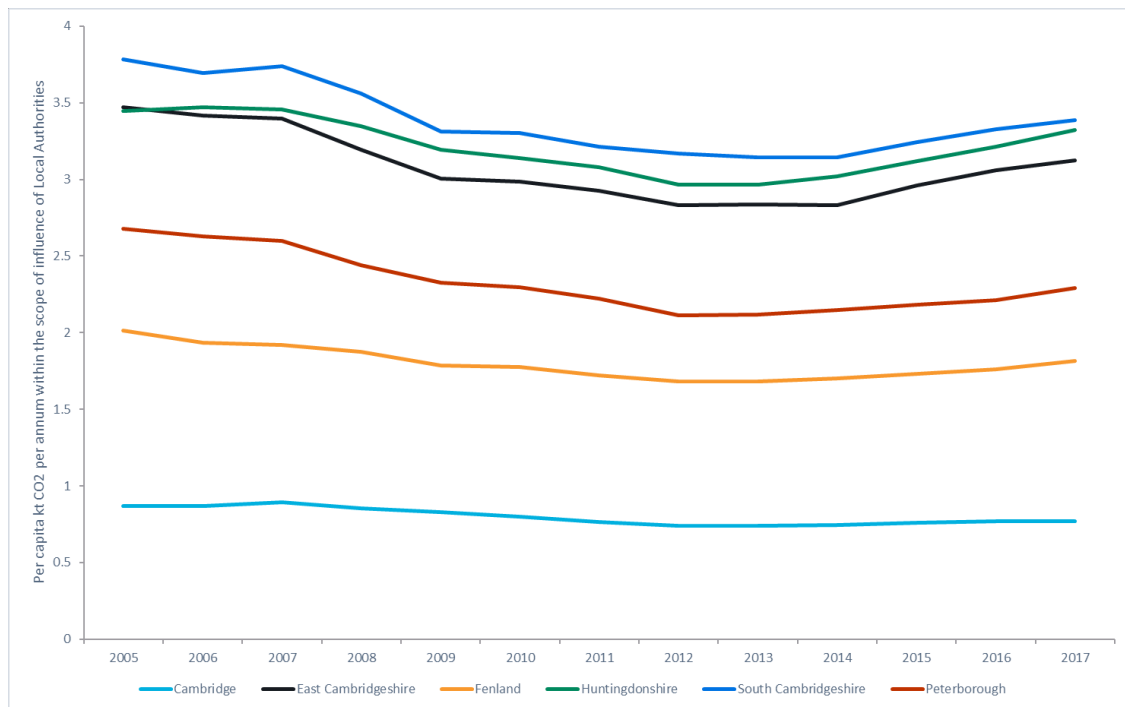
Source: Local Authority and Regional CO<sub>2</sub> Emissions (Office for National Statistics, 2019)

- 1.78 In 2016, total carbon dioxide (CO<sub>2</sub>) emissions in Cambridgeshire and Peterborough were 5,614 kilo-tonnes. In the same year per capita emissions in Cambridgeshire (7.2 tonnes) were higher than in Peterborough (5.1 tonnes) and the regional and national averages (5.4 tonnes).<sup>18</sup>
- 1.79 The highest proportion of CO<sub>2</sub> emission in Cambridge derived from road transport emissions (40.6%), followed by industry and commercial emissions (30.6%) and domestic emissions (21.8%). In Peterborough, the equivalent figures were 43.1% (road transport), 28.6% (industry and commercial) and 27.6% (domestic).<sup>19</sup>
- 1.80 As illustrated by Figure 1.9, South Cambridgeshire District Council has the highest CO<sub>2</sub> emissions per capita, followed by Fenland, Huntingdonshire, East Cambridgeshire and Cambridge City Council. This figure highlights the gradual downward trend in transport-related CO<sub>2</sub> emissions per capita across the region. However, there is considerable disparity between the cities and more rural districts, where car ownership and usage are considerably higher. Fenland is a notable outlier, with lower per capita emissions than might be expected from a rural district. Given the relatively poor public transport provision, this suggests that access to private vehicles may also be constrained, with implications for accessibility and mobility in the area. In isolation, the forecast traffic growth will subsequently result in an overall increase in CO<sub>2</sub> emissions.

<sup>18</sup> Source: Cambridgeshire and Peterborough Combined Authority Local Transport Plan Strategic Environmental Assessment – Environmental Report (Cambridgeshire & Peterborough Combined Authority, 2019)

<sup>19</sup> Source: *ibid.*

Figure 1.9: Transport CO<sub>2</sub> emissions per capita by local authority in 2005 to 2017



Source: Local Authority and Regional CO<sub>2</sub> emissions (Office for National Statistics, 2019)

### Public health and air quality

1.81 Across Cambridgeshire & Peterborough, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are seven Air Quality Management Areas (AQMAs) in the region linked to the transport network, which have been declared as at risk of not meeting national air quality objectives, performance against which is reported upon annually.<sup>20</sup> The seven current AQMAs are:

- Cambridge City Centre – high levels of nitrous dioxide (NO<sub>2</sub>) around and inside the inner ring road;
- A14 Corridor – high levels of NO<sub>2</sub> and Particulate Matter (PM<sub>10</sub>) along the A14 between Bar Hill and Milton and NO<sub>2</sub> between Hemingford and Fenstanton;
- Peterborough – two rural areas near Flag Fen, to the east of Peterborough between the
- Wisbech – two AQMAs have been declared surrounding the HL Foods site due to high levels of SO<sub>2</sub> and PM<sub>10</sub>. An area along the B198 Lynn Road and the A1101 also has high levels of NO<sub>2</sub>;
- Brampton - high levels of NO<sub>2</sub> in the area encompassing properties close to the A14 in Brampton and Hinchbrook;
- St Neots - high levels of NO<sub>2</sub> in the area encompassing the junction of the High Street with New Street and South Street; and
- Huntingdon – high levels of NO<sub>2</sub> in the town centre.

<sup>20</sup> *ibid.*

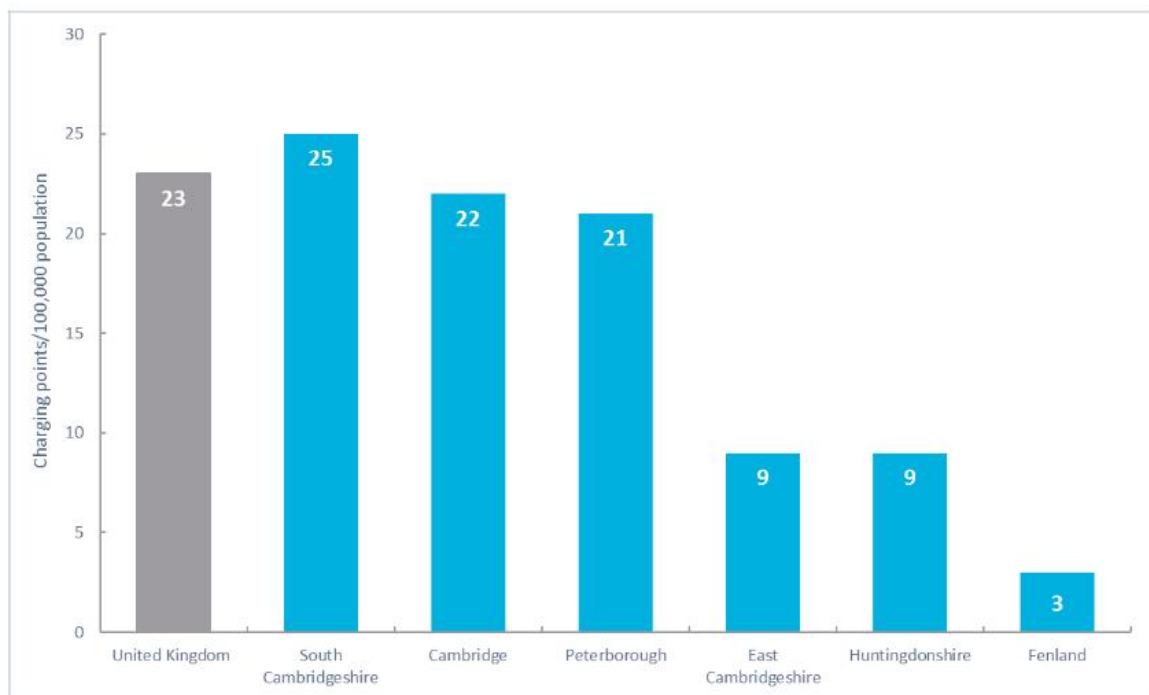
1.82 Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of the Local Transport Plan.

*Future of mobility – electric and digital connectivity*

1.83 Reducing greenhouse gas emissions and removing air quality management areas requires a multi-faceted approach, including encouraging better use of active ‘sustainable’ modes such as walking and cycling, improving public transport, and increasing the number of electric vehicles in use. Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option. The availability of such charging points varies significantly across the Combined Authority area, as illustrated by Figure 1.10.

1.84 The more urban areas of South Cambridgeshire, Cambridge and Peterborough all have charging point numbers broadly in line with the national average, while the more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. If widespread roll-out of electric vehicles is to become a reality across Cambridgeshire and Peterborough, a concerted effort will be needed to provide better charging provision across its geography, not only in more urban areas.

**Figure 1.10: Charging points per 100,000 of the population by Local Authority in 2019**

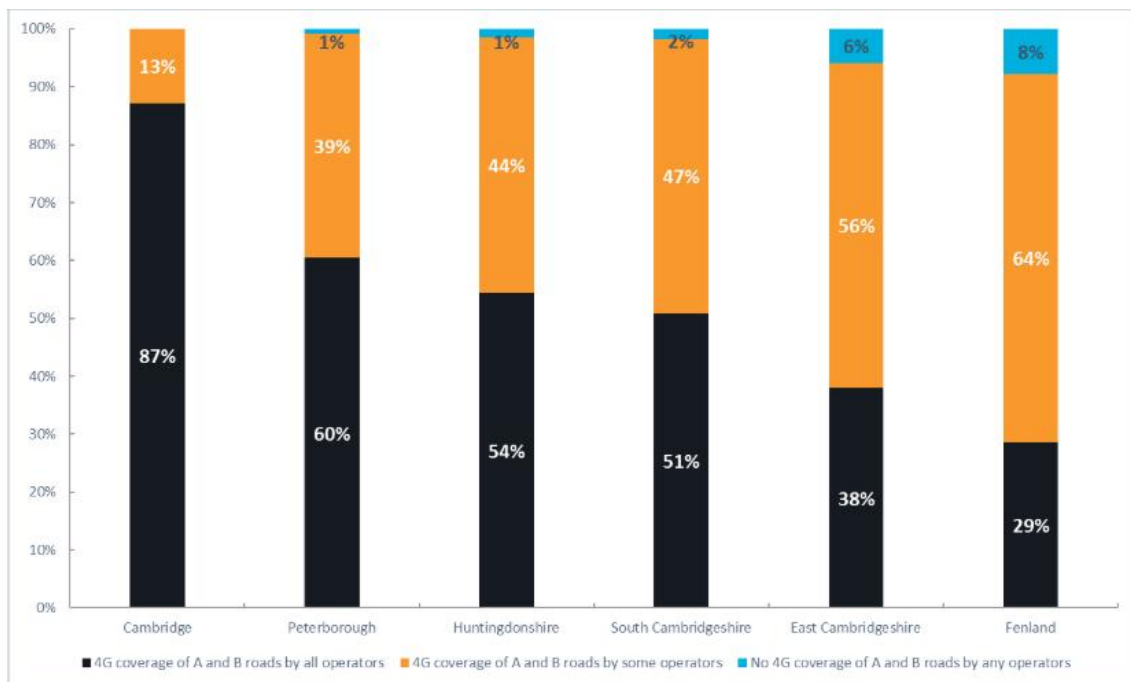


Source: [Electric vehicle charging devices by local authority](#) (Department for Transport, 2019)

1.85 In the same way that electric vehicles require charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. It is expected that for autonomous vehicles to be effective 5G coverage will be required. 5G is currently unavailable in the UK, but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future. Figure 1.11 shows the 4G coverage of the A and B road network by Local Authority across Cambridgeshire and Peterborough. As this figure illustrates, Cambridge has significantly better 4G coverage than any other Local Authority, and Fenland and East Cambridgeshire have significantly lower levels of coverage than the other areas.

Broadly, 4G coverage inside buildings follows a similar pattern across the geography of the Combined Authority area.

**Figure 1.11: 4G coverage of A and B roads by Local Authority in 2019**



Source: [Electric vehicle charging devices by local authority](#) (Department for Transport, October 2019)

### Implications for the Local Transport Plan

1.86 On the basis of this evidence, some of the most relevant features for the Local Transport Plan of Cambridgeshire and Peterborough are summarised in the following section. They have been classified as strengths, weaknesses, opportunities or threats, depending on how we believe these attributes are influencing, and will continue to influence, the performance of the Combined Authority area.

#### *Strengths*

1.87 One of Cambridgeshire and Peterborough’s core and most apparent strengths is its highly productive and innovative economy. For example, in 2015 the City of Cambridge made 341 patent applications per 100,000 of the population, the highest per capita rate for any UK city, compared to the national average of 18.<sup>21</sup> The economy of Cambridgeshire and Peterborough is centred on ‘Knowledge Intensive’ industries and makes extensive use of the human capital generated by the region’s exceptional academic institutions.

1.88 Connectivity within urban areas, and between major towns, is generally of a good standard. Both Peterborough and Cambridge have high frequency urban bus networks which extend to surrounding major towns. Due to the small footprint of most towns and cities many residents are within walking distance of key services and amenities. Connectivity to Cambridge and

<sup>21</sup> Source: [Cambridgeshire and Peterborough Independent Economic Review](#) (CPIER, 2018)

Peterborough is also good. For example, both cities have rail connections to London of less than one-hour journey time.

- 1.89 The region is a leader in active travel provision and is widely considered to be one of the best areas in the UK for cycling. Cambridge boasts the highest mode share of cycling in the country with approximately one third of residents cycling to work on a regular basis. Peterborough also has extensive cycling and active travel networks.
- 1.90 Cambridgeshire and Peterborough have excellent environmental quality, both natural and built. This provides significant cultural value, drawing large numbers of tourists to the area and enhancing quality of life for residents.

#### *Weaknesses*

- 1.91 However, the area also has some fundamental underlying weaknesses. Although the area is broadly prosperous, the region also contains significant pockets of deprivation. Inequality is therefore a key issue. Cambridge is one of the most unequal cities in the UK (as measured by GINI coefficient) and mean annual gross pay in South Cambridgeshire is over £10,000 higher than in Fenland<sup>22</sup>.
- 1.92 Despite good public transport within urban areas, wider public transport links within and across the Combined Authority area can be poor. For example, train services between Cambridge and Peterborough take approximately 50 minutes, despite being just 40 miles apart. There is poor provision of bus services outside the major urban areas of Cambridge and Peterborough cities.
- 1.93 Rural access to key amenities and transport links in rural areas is often poor. In South Cambridgeshire only 22% of residents are within 30 minutes of walking or public transport access of a town centre.<sup>23</sup> This results in a reliance on private cars, and residents who do not have access to private cars are effectively cut off from key services and amenities.
- 1.94 In the short to medium-term, as we transition to a clean vehicle fleet, private car ownership may become more expensive and potentially prohibitive for those on low incomes. It is, therefore, imperative that rural residents are provided with a public transport system that offers a genuine alternative to the car.
- 1.95 Road Safety is a great concern. In 2016 there were 45 deaths across Cambridgeshire and Peterborough's roads, a figure which we see as unacceptable.<sup>24</sup> Many roads, particularly in rural areas, lack segregated provision for non-motorised users, reducing road safety and deterring individuals from walking or cycling for their journeys.

#### *Opportunities*

- 1.96 The weaknesses also present opportunities to improve the transport network and the lives of residents across Cambridgeshire and Peterborough. For example, by providing better access to public transport we will help residents to access a range of opportunities and amenities, helping to reduce 'car dependency'. In addition, by providing a more efficient transport network, better active travel uptake, and appropriate environmental consideration during

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<sup>22</sup> Source: [Cities Outlook 2018](#) (Centre for Cities, 2018)

<sup>23</sup> Source: [Journey time statistics](#) (Department for Transport, 2018)

<sup>24</sup> Source: [Road accidents and safety statistics](#) (Department for Transport, 2018)



construction, the new transport network will enhance environmental quality across the region. Nationwide, the transport sector is currently struggling to decarbonise at the same rate as other sectors of the economy. The Combined Authority and partners have an opportunity to lead the way in 'greening' its transport network, providing environmentally friendly public transport options, particularly in geographies with high CO<sub>2</sub> emissions per capita such as Fenland.

- 1.97 By better connecting people, markets and businesses, future transport provision will help to improve regional productivity. This will ultimately help the Combined Authority to reach its economic targets and improve quality of life for all. Public transport will be key in achieving these outcomes through initiatives such as new mass transit systems like CAM, plans for which are currently being developed. Better infrastructure for non-motorised users, such as cyclists, can encourage more people to travel sustainably and hence both reduce congestion on the roads and support healthy living and access to opportunity. Delivering these projects will stimulate a step change in connectivity in and around Cambridge and build the Combined Authority's reputation as a place with a progressive vision.
- 1.98 Finally, new technologies will have a transformational impact upon Cambridgeshire and Peterborough's transport network. Providing better charging infrastructure for Electric Vehicles and improving mobile network coverage, particularly in rural areas where it is currently most limited, will help to allow Cambridgeshire and Peterborough to take advantage of these new technologies when they come forward. Electric bikes can encourage more people to cycle, use approximately a hundredth of the electricity of an electric car, and extend the distances individuals are willing to cycle. Ultimately, such technologies can help to make the transport network greener, more accessible, and effective for all those who use it.

#### *Threats*

- 1.99 The area faces a number of threats, which, if not addressed promptly, have the capacity to seriously affect the future success of the region. Congestion is the most obvious of these and is already a serious issue within and around urban areas. Congestion lengthens journey times, making them less reliable, while simultaneously worsening air quality and having a significant economic cost. Modelling forecasts show that if steps to improve the road network are not taken now, there will be a marked increase in congestion (and concomitant risks to the economy and air quality) within and around urban areas in Cambridgeshire and Peterborough by 2041.<sup>25</sup>
- 1.100 Congestion issues may be compounded by a reduction in bus service provision. Outside major cities, bus provision is falling along with patronage. Falls in provision and patronage are mutually reinforcing, and there is a danger that without intervention the already limited rural bus service will become even less effective. This reduction in provision, combined with rising fares and generally poor accessibility in rural areas, has the potential to drive users off the public transport network. Fares are currently rising faster than RPI for both trains and buses, which has the potential to make transport unaffordable for many into the future. House prices are also rising rapidly and are far above the national average in many areas of the Combined Authority. This increases the cost of living and will ultimately propagate through the economy, risking future growth.

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<sup>25</sup> Source: Cambridge Sub-Regional Model 2 (Cambridgeshire County Council)

- 1.101 Future demographic changes also have the potential to change demand for transport within the Combined Authority. Forecasts predict that over coming decades the average age of the population within Cambridgeshire and Peterborough will increase. This is likely to change the demands upon the transport network, which will need to be accommodated if it is to remain effective.
- 1.102 Finally, some areas within Cambridgeshire and Peterborough have poor mobile connectivity, an issue which causes inconvenience at present but may be a serious barrier to growth in the future. Good mobile connectivity and a more ubiquitous full fibre footprint will likely be required for autonomous vehicle roll-out.

# 2 Our Strategy

## Introduction

- 2.1 This chapter contains the overarching transport strategy for Cambridgeshire and Peterborough - explaining how our transport network will be enhanced to support the goals and objectives set out in the previous section, including the key transport planning approaches and schemes/initiatives that will be required.
- 2.2 The schemes included in the Local Transport Plan have been identified and selected from multiple sources: the priority schemes and studies of the Combined Authority; the Cambridgeshire and Peterborough Independent Economic Review; previous Local Transport Plans for Cambridgeshire and Peterborough; the work of the Greater Cambridge Partnership; and Local Plans. These schemes have been reviewed with officers at a local, regional and national level. On the basis of an initial assessment, a balanced and integrated package of schemes has been brought forward for inclusion in the Plan.
- 2.3 Notwithstanding the high-level scheme assessment and sifting undertaken to inform this Local Transport Plan, all individual schemes will be subject to further scrutiny as plans for their delivery are progressed. These include further value for money testing (through the business case development process) and environmental assessment (including air quality and noise assessments) where required.
- 2.4 The Local Transport Plan currently includes a range of different transport investments, from projects already approved and being delivered, through to initial ideas and concepts that still need further study. A significant volume of work is needed to develop, appraise and prioritise the transport interventions in this Local Transport Plan, and to ensure that new ideas and alternative approaches can be accommodated within future amendments. Further information on the mechanisms in place to ensure that the Plan is sufficiently flexible to influence and support transport initiatives as they are brought forward, and that it continues to reflect the realities of contemporary Cambridgeshire and Peterborough are set out in the accompanying Delivery Plan.
- 2.5 The remainder of this chapter:
- describes the guiding principles that have been employed to inform and shape our strategy for transport in Cambridgeshire and Peterborough; and
  - presents an overview of our overall strategy, including the vision, goals and objectives for transport in Cambridgeshire and Peterborough, and a sample of selected schemes.
- 2.6 The overarching strategy is then followed up in Chapter 3 that outlines more detailed strategies for Peterborough City Council, the Greater Cambridge Partnership area (Cambridge City Council and South Cambridgeshire District Council), and the Local Planning Authority areas of Huntingdonshire, East Cambridgeshire and Fenland.

## Our overall strategy

### Overview

- 2.7 Our region is both large and diverse: 850,000 residents and 42,000 businesses call Cambridgeshire and Peterborough home, in an area covering some 340,000 hectares. It is home to a wide range of communities, settled in diverse geographical and social settings – from the cities of Peterborough and Cambridge, to large market towns and a network of rural villages and hamlets.
- 2.8 Developing a unified transport strategy for the whole region is complex. At its core is our vision for sustainable growth and opportunity for all to deliver healthy, thriving communities in Cambridgeshire and Peterborough. In doing so, we must put our communities – the places we live, work and visit – first when planning our transport network. We want to provide choices regarding the way we travel, to allow individuals and businesses to be less reliant on the car and to decarbonise transport more generally.
- 2.9 Integrated transport and spatial planning, investment in high quality public realm in our town and city centres, safe and attractive walking and cycling infrastructure, accessible and frequent public transport and innovative new transport modes designed to enhance mobility will all play an important role in helping achieve this ambition.
- 2.10 Preparation of this Local Transport Plan has, been guided by several high-level principles that provide overarching guidance to ensure that it fulfils the overriding imperative for sustainable economic growth, including decarbonising transport on our journey to net zero carbon emissions by 2050. The guiding principles are:
- supporting economic growth and distributing prosperity;
  - integrating spatial planning and reducing the need to travel;
  - providing attractive alternatives to driving – ‘mode shift’;
  - preparing for the future of mobility;
  - greening our transport infrastructure;
  - supporting social mobility and access to opportunity for all; and
  - protecting and increasing biodiversity

### Guiding principles

#### *Supporting economic growth and distributing prosperity*

- 2.11 Our strategy will help to deliver the Combined Authority’s strategic ambition to become the UK’s capital of innovation and productivity, and to double the size of its economy from £22 billion Gross Value Added (GVA) to £40 billion over the next 25 years. Improving journey times, both by road and rail, and reliability is important for businesses to access their markets, collaborators and supply chains. This will also help to increase the geographical catchment from which to draw growing workforces, helping businesses to realise their full potential for growth.
- 2.12 Enhancing our transport network and creating new journey opportunities that do not solely rely on the private car is key to relieving congestion on our road network, and to accommodating new and existing journeys as sustainably as possible. Large-scale investment in public transport, including a rapid transit network for Cambridgeshire and a new rail link to Wisbech, coupled with improved highway links designed to accommodate ultra-low

emission vehicles, electric vehicle charging points and other emerging technology will provide extra capacity for people to travel sustainably while delivering our regions' growth.

- 2.13 Growth must be inclusive, truly sustainable and spread appropriately across the entirety of the area. It should create places where all members of our community contribute to, and benefit from, our area's growth and success. Currently, employment, amenities and prosperity are predominantly centred in and around the cities of Cambridge and Peterborough, but these cities also contain significant areas of deprivation, and Cambridge has the most uneven income distribution of any UK city<sup>26</sup>. Our proposals will help to spread success across the region, ensuring that all our residents benefit from growth wherever they live.

*Supporting social inclusion – improving accessibility and health for all*

- 2.14 The transport network must provide access to sites for housing and employment, as well as increasing the capacity and connectivity of the transport network for future housing and employment growth. It must also align with other investments in digital connectivity, energy supplies and other utilities, and skills, housing, and other civic infrastructure and business support. This investment will ensure that the area is globally renowned for being forward-thinking and progressive regarding mobility and movement – putting the region at the forefront of tackling one of the Government's *Industrial Strategy Grand Challenges – the future of mobility*<sup>27</sup>.
- 2.15 Ultimately it is our ambition that everyone will have access to a good job within easy reach of home. To achieve this will require not only an increasing level of jobs, but also provision of high-quality housing and commercial spaces within and near existing communities to accommodate a growing population and workforce. The Combined Authority is supporting the region's Local Planning Authorities in targeting more than 90,000 new jobs and over 100,000 new homes by 2036, as outlined in their adopted Local Plans.
- 2.16 By providing real choices for how people travel, we will promote social mobility, inclusive growth and improve health: a key driver for productivity. Transport plays an important part in ensuring that we can access the skills, education and health care required. Investment in our sustainable transport network will facilitate improved access, including for those without access to a car, and reduce carbon emissions and particulate emissions that impact air quality negatively.
- 2.17 Many rural areas have poor public transport connectivity, reducing the opportunities to access employment opportunities, key services, and amenities. For people without the use of a car, including young people, those on low income or for people with disabilities, these challenges are exacerbated. For future gains in productivity and economic growth to benefit all of our residents, investment in sustainable modes of transport will be prioritised. Investing in sustainable transport modes will ensure that the network provides accessible transport for all users, without damaging the surrounding environmental, social and built environments.

*Integrating spatial planning and reducing the need to travel*

- 2.18 Our strategy is focused on transport-oriented planning and development. This approach aims to reduce the need to travel, particularly by private car, by providing attractive alternatives

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<sup>26</sup> Source: [Cities Outlook 2018](#) (Centre for Cities, 2018)

<sup>27</sup> Source: [Industrial Strategy: Building a Britain fit for the future](#) (HM Government, 2017)

that support a significant shift to more sustainable forms of transport. The Combined Authority is continuing to develop its non-statutory Spatial Framework and one of its guiding principles is to integrate spatial and transport planning to reduce the need to travel and shorten many of the journeys we do need to make – making our communities more walkable and cyclable.

- 2.19 While the Combined Authority is the Local Transport Authority, it is the city and District Councils that are the Local Planning Authorities. The Combined Authority will work with the Local Planning Authorities to support their Local Plan processes and supplementary planning document and guideline development to promote integrated planning. Within this are the facilitation of sustainable transport, and the roll-out of digital connectivity and electric charging infrastructure, and other policies and infrastructure which influence suitability positively.

*Providing attractive alternatives to driving – ‘mode shift’*

- 2.20 Currently, private car is the most popular transport mode for making journeys in and around Cambridgeshire and Peterborough. Our strategy recognises this and provides a wider range of travel options so that people have a genuine alternative to the private car. This is key to achieving our wider economic, social and environmental objectives, and delivering the sustainable growth required to meet the Combined Authority’s ambitions.
- 2.21 Our strategy includes investment in world-class Dutch-quality walking and cycling facilities, including a network of segregated cycleways and new bridges of the River Nene, Cam and Ouse, and designed to accommodate a wide range of non-motorised users including horse riders and carriage drivers. More people travelling on foot, by bike and public transport, rather than by private car, will help to reduce congestion, improve air quality and safety, and create attractive, healthy, and thriving streets and communities.
- 2.22 In addition to dedicated corridors for cycling, walking and other non-motorised modes, and alongside the creation of a public transport network that offers a genuine alternative to the car, all new public transport and highway infrastructure will be designed to include parallel cycling and walking corridors with suitable access and crossing points.
- 2.23 Many of our core policies aim to encourage the shift to walking, cycling and public transport: from providing sustainable connectivity to and within new developments, to delivering world-class walking and cycling infrastructure, and a new, more integrated and accessible, public transport network. Major projects, such as CAM; a new rail link to Wisbech; and East West Rail, will provide new journey opportunities, with fast, frequent services and competitive journey times, designed to act as a genuine alternative to the private car.

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## What is 'Dutch-quality'?

The Netherlands has the highest mode share for cycling of any country globally, at 27% of all trips<sup>28</sup>, compared to 2% in the UK. Dutch cycling infrastructure is near-universally viewed as globally renowned and key to facilitating such high levels of cycling for people of all ages, including children, young people and the elderly.

Key to Dutch infrastructure is it ensures cycling is safe, convenient and attractive. Cyclists are segregated from general traffic where traffic speeds and/or volumes are high, in line with a clear route hierarchy. 'Filtered permeability' is used to reduce traffic flows and eliminate 'rat-running' on residential streets where cyclists share space with motorists.

Segregated cycle tracks are typically wide by UK standards, with standard widths of 2.5m for one-way tracks and 4.0m for two-way tracks, providing ample space for cyclists to pass one another, separated from highway traffic by a barrier and/or verge, surfaced for use all-year round, and designed to maintain priority for cyclists as much as possible (such as at driveways and minor road junctions). Cyclists are also segregated from pedestrians where pedestrian flows are high, or conflict likely, such as within urban areas. Junction design aims to minimise conflicts between cyclists, pedestrians and general traffic, with tighter junction geometry reducing speeds and enabling cyclists and motorists to clearly see one another<sup>29</sup>.

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- 2.24 To help guide the development of new transport schemes we have developed a user hierarchy that outlines how consideration will be given to the needs of different transport modes. This Plan prioritises the 'active modes' over other forms of transport, as we believe that their benefits align closely with our three overarching goals of Economy, Society and Environment. Consideration of both 'place' and 'movement' function will be used to identify the suitability of a given transport scheme within a specific location. An explanation of the relationship between place and movement is provided in Figure 2.1, and an indicative user hierarchy for each of the four broad quadrants in Figure 2.2.
- 2.25 Considering 'place' and 'movement' reflects the reality of the transport network and the needs which it must serve. Different transport modes have different strengths and weaknesses, meaning that certain modes are appropriate for certain situations. The best transport networks enable a mix of modes to operate effectively aligned to the geographical requirements of an area. We believe that considering 'place' and 'movement' function as part of our user hierarchy is the best way to deliver a transport network that provides good connectivity, whilst preserving the localities which it serves.

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<sup>28</sup> See: [Cycling in the Netherlands, 2009](#)

<sup>29</sup> Further details of Dutch infrastructure design can be found in CROW Design Manual for Bicycle Traffic.

Figure 2.1: Movement and place function

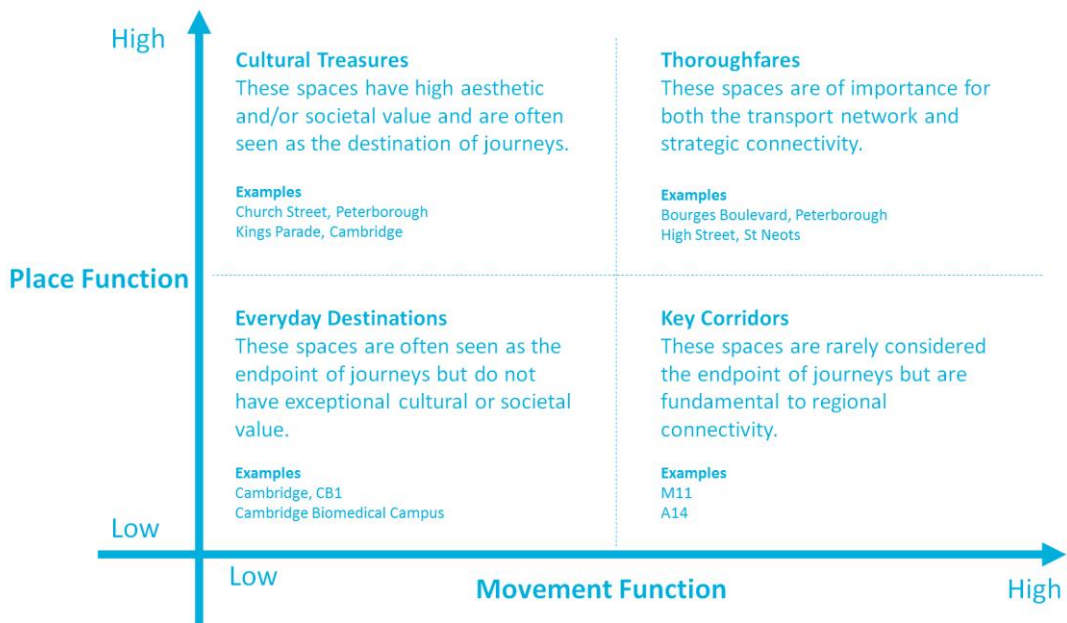
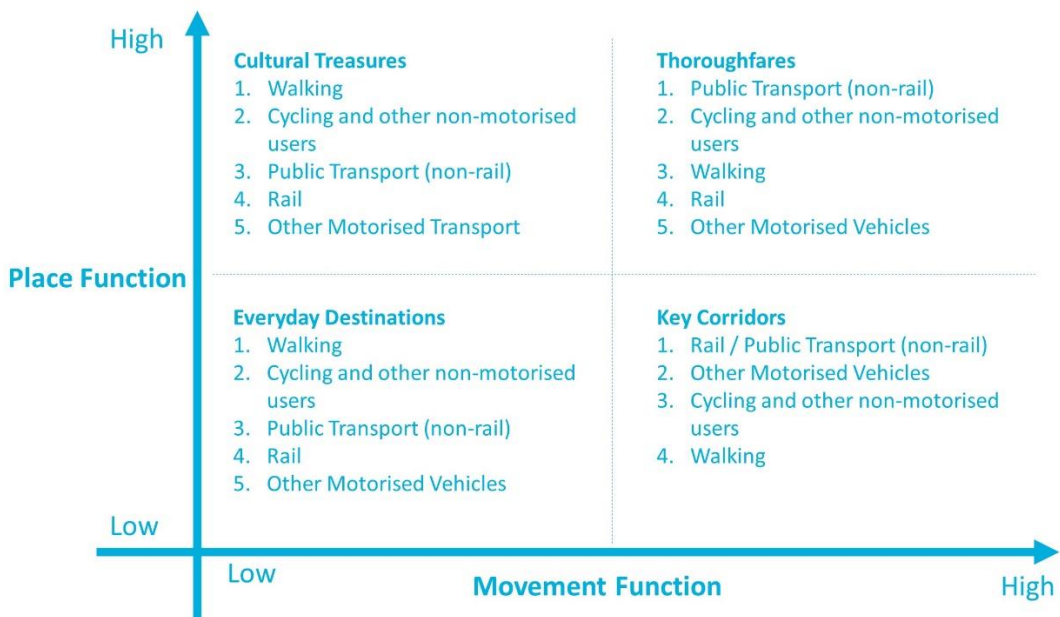


Figure 2.2: Indicative user hierarchy by movement and place function



2.26 In spaces with a high movement function and low place function, efficient transport modes will be given priority. For example, along fast-moving roads such as the A14, the private car and Heavy Commercial Vehicles will be given higher priority, while consideration will also be given to how the infrastructure can facilitate walking and cycling through measures, such as parallel segregated pathways and safe junction crossings.

2.27 By contrast, in spaces with low movement requirements but high place value, priority will be given to modes that best preserve that specific setting or location. For example, within Cambridge’s historic city centre, cyclists and pedestrians will be given priority as these modes provide good access to this space whilst causing minimal disruption.



2.28 There will cases where a degree of judgement will be required to identify the most suitable user hierarchy for a given location given its movement and place functions. In these cases, a combination of professional judgement, local engagement and location-specific constraints will inform the definition of the user-hierarchy.

*Preparing for the future of mobility*

2.29 Over the next twenty years technology will result in significant changes to our transport network and the way we chose to and want to travel. Alongside attitudes changing toward transport, travel and technology, advancements may include:

- data and vehicle connectivity;
- automation and artificial intelligence;
- electrification and other ultra-low emission fuels;
- shared mobility (e.g. bike share schemes) and new modes of transport; and
- new payment mechanisms and business models.

2.30 For Cambridgeshire and Peterborough to remain an economically dynamic centre of innovation and progress, we must stay at the forefront of future transport and technology and create the right conditions for them to ‘take root’. For example, to realise the full potential of autonomous mobility and services, improving the digital networks to 5G standard will almost certainly be required. In addition, to fully realise the potential of electric vehicle technology, investment in electricity networks will be required, including changes to our planning and building regulations.

2.31 The Combined Authority has already applied for funding – and been shortlisted to the second stage – for Future Mobility Zone funding from the Government to invest in harnessing the benefits of such technology. This includes proposals for an app-based Demand Responsive Service within Greater Cambridge, integrated into the wider transport network through Mobility-as-a-Service (MaaS), supporting the delivery of autonomous public transport ‘shuttles’ to and from the Cambridge Biomedical Campus, and better use of integrated real time data, machine learning and technology.

2.32 Predicting the exact nature of these technological developments and the impact they will have on the transport network is challenging. Any such predictions will likely have a high degree of uncertainty and using them to drive long-term strategy is unwise. At present, however, the opportunities are to:

- help better manage demand upon and increase the efficiency of the transport network;
- allow people work and access goods and services remotely; and
- plan better and more seamless journeys both in advance and in real time.

2.33 Emerging technologies evolve more quickly than regulation. Therefore, anticipating and reacting to these changes efficiently, knowing when to facilitate them, and when to inhibit them is key. In the long-term, we must avoid becoming ‘path-dependent’ or committing too much to any single transport mode. Historically, the most effective transport networks have combined a range of modes to provide an array of services for different users and journey types. Although technology will provide new modes and change the exact nature of journeys, it is likely that a diverse, multi-modal transport network will provide the best range of transport options for our residents.

### *Greening our transport infrastructure*

- 2.34 Poorly planned transport infrastructure has the potential to cause significant environmental damage. This damage can occur at a local level, for example, through damage to local habitats, the creation of localised air pollution, or aesthetic damage. This damage can also be more systemic and less geographically contained, for example, through the production of greenhouse gases. It is critical that we ‘green’ our transport infrastructure both literally; by adding ‘green infrastructure’ to newly constructed components of the transport network; and, by ensuring that these changes do not systemically drive an increase in environmentally damaging behaviours and/or outputs. For new schemes and pieces of infrastructure, biodiversity net gain must be delivered, and the impacts on carbon emissions considered as part of the process needed to achieve net zero carbon by 2050.
- 2.35 Greening transport infrastructure means considering the environment impacts of new infrastructure, including on carbon emissions and air quality, biodiversity, and the natural, built and historic environment, at the earliest stage. These considerations allow the addition of ‘green’ elements to all new pieces of infrastructure, from extensive planting along new transport corridors, ‘green bridges’, to providing corridors for biodiversity that reduce, and potentially enhance, impacts on the landscape. The addition of such green space serves a dual purpose; it both mitigates any local impacts on biodiversity and the aesthetic impacts of newly constructed infrastructure, whilst helping to offset the emissions produced in their construction and operation.
- 2.36 At a more systemic level, we must encourage behavioural changes that alter the way that transport infrastructure is used. New highway infrastructure, for example, should provide space for public transport, walking, cycling and other non-motorised modes transport modes, in addition to more conventional motorised vehicles. Encouraging the use of modes other than conventional, privatised, motorised vehicles, has the potential to significantly improve the environmental impact per trip along such pieces of infrastructure.

### *Protecting and increasing biodiversity*

- 2.37 Our commitment to biodiversity net gain through investment in transport and the developments it supports will help our communities to become high quality, sustainable environments where people want to live<sup>30</sup>. Reducing the need to travel, and distances travelled, through integrated land use, transport planning, investment in digital and mobile connectivity and energy supply, is a central pillar in meeting local and national ambitions to significantly reduce greenhouse gas emissions as we move towards net zero carbon by 2050.

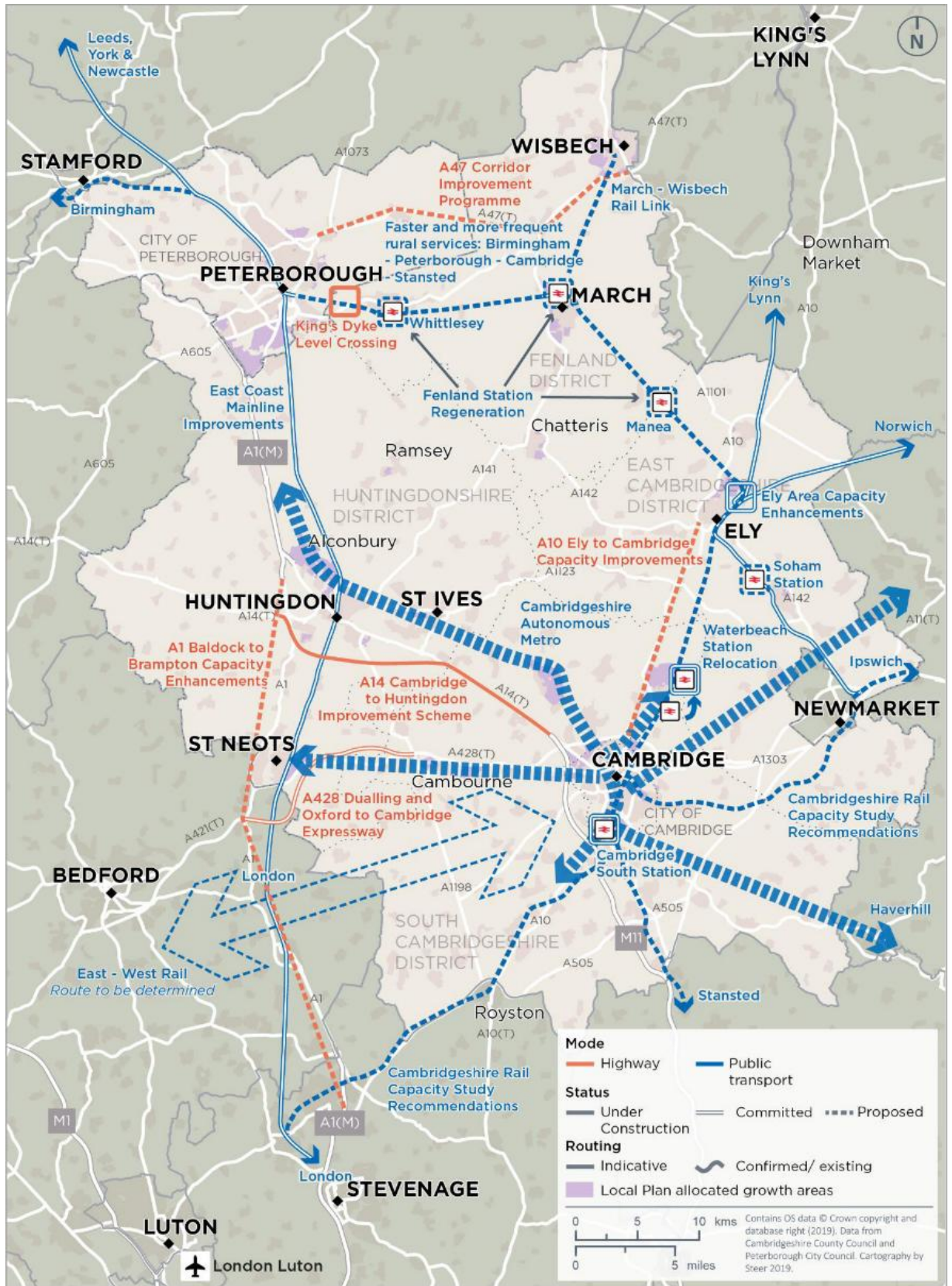
### **Major schemes**

- 2.38 Where strategies in previous Local Transport Plans have been largely predicated on overcoming existing and anticipated future challenges, this Plan is designed to be focused on meeting the Combined Authority’s ambitions plans for growth. In doing so, the Local Transport Plan presents a clear strategy for meeting our economic, social and environmental goals which will need to be fulfilled if the ambition is to be met. The steps we are taking to achieve each goal are described below with a summary of key schemes (shown in Figure 2.3) to illustrate how they will be delivered.

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<sup>30</sup> Source: [A Green Future: Our 25 Year Plan to Improve the Environment](#) (Defra, 2018)

Figure 2.3: Key projects for Cambridgeshire and Peterborough



### *Transport and the economy*

- 2.39 We want to connect all new and existing communities sustainably, so residents can easily access a good job within 30 minutes, thereby spreading the region's prosperity. The transport network across the area is already of a good quality, but there remain significant areas for improvement. As much as possible, we want to encourage mode transfer from the private car to public and 'active' transport modes, ultimately aiming to reduce 'car dependency'.
- 2.40 Traffic congestion is the most frequent form of disruption to our region's transport network, posing a risk to the Combined Authority's future growth ambitions. Within our urban and surrounding areas, solutions to manage demand for road space are being explored, such as the construction of the CAM. This will provide high quality, high frequency metro services, delivering a step change in connectivity across the city and helping to deliver additional 'agglomeration benefits'. These agglomeration benefits are those that businesses reap from increased competition, knowledge sharing and efficiency gains, brought by greater proximity to one another.
- 2.41 Rail usage has risen considerably over the Combined Authority area and continues to increase; therefore, we will promote a range of schemes to help encourage, maintain and accommodate this trend. For example, there are a number of new railway stations being proposed for the region, including Soham station that would reintegrate the town with the national rail network. In addition, Cambridge South station will significantly improve access to the Cambridge Biomedical Campus from the region and beyond.
- 2.42 East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will transform public transport connectivity along the Oxford to Cambridge corridor. While construction of a new rail link from March to Wisbech would improve public transport connectivity to the latter. Improvements to rail junctions in Ely delivered by the Ely Area Capacity Enhancements (EACE) project will enable more frequent services and make journeys quicker for passengers. We will also work to support continued electrification of the rail network for both passengers and freight, along the Ipswich to Cambridge and Peterborough corridor.
- 2.43 Buses are a fundamental component of the transport network across Cambridgeshire and Peterborough, particularly in our rural areas. We will explore the best operating and delivery model for our public transport network, acknowledging the different requirements of urban and rural residents. For example, we will seek to ensure that rural areas have a public transport service that provides access to employment, education, shopping and recreation. In addition, we will work with operators to place inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network.
- 2.44 Cycling, particularly within Greater Cambridge, plays a key role in commuting, with more than a quarter of people within Cambridge travelling to work by bike – the highest rate in the country. Greater levels of cycling will not only help more people travel to work easily and cheaply, but help to relieve traffic congestion, and enable our region to grow sustainably. We will continue to work with our partners to improve infrastructure for cyclists, and other non-motorised users, with segregated Dutch-type infrastructure along major road corridors and a network of 'Greenways' connecting to major employment hubs. New technology, such as affordable e-bikes and cargo bikes, can allow new groups of people to cycle and commute longer distances by bike, which our policies will actively encourage and support.

- 2.45 Although we want to prioritise the development of public and ‘active’ transport modes, we recognise that the private car remains a key mode for many residents across Cambridgeshire and Peterborough. We will therefore support targeted highway infrastructure and enhancement schemes such as:
- upgrades to the A47 between Kings Lynn, Wisbech and Peterborough, to improve labour market accessibility to and from the Fens and Wisbech Garden town;
  - King’s Dyke crossing improvements, to relieve traffic congestion and associated safety issues caused by the level crossing; upgrades to the A505, to improve accessibility and support development at the Wellcome Genome Campus; and
  - dualling of the A428, which will significantly improve commuter links along the Oxford to Cambridge corridor.
- 2.46 Improvements to the A14, one of the most congested routes in the country, are currently underway and will bring journey time, reliability and safety benefits to residents, workers and businesses alike.
- 2.47 Alongside the physical improvements, we are committed to enhancing the region’s ‘virtual network’. Faster, more reliable digital connectivity will provide:
- improved connectivity between businesses and to homes;
  - greater working flexibility, thereby taking the strain off the transport network; and
  - allow better management of our transport networks to increase capacity, for travel times to be more reliable, and ultimately, safer for making all journeys.
- 2.48 Improvements to the transport network will help to support new housing and development. This will help to accommodate a growing population, mitigating housing affordability issues. The housing market is currently very ‘overheated’, particularly around Cambridge, where the average house price is nearly 13 times the annual salary, compared to the national average of just under 8 times. The effects of higher house prices spread through the economy, potentially slowing growth. Local plans include targets for over 100,000 new homes, by 2036<sup>31</sup>, with the location of the strategic sites shown in the Cambridgeshire and Peterborough Non-Statutory Spatial Framework (NSSF) Phase 1. Transport will help to unlock future development sites and connect new residents to jobs, services and amenities.
- 2.49 Necessary partnerships and plans are currently being developed for the construction of vastly improved public transport connectivity to Alconbury. Connectivity into the CAM network and a new travel hub will play a central role in delivering over 8,000 jobs at the Alconbury Weald Enterprise Zone, accelerate the development of 6,000 new homes and sustainably connect new residents to jobs, services and amenities. Improvements on the Ely-Cambridge transport corridor will unlock key opportunities, such as a new town north of Waterbeach and development on the Cambridge Science Park.

*Transport and society*

- 2.50 Everybody should be able to access our transport network, feel safe, and be healthier when they do so. We want to promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. To achieve this, the network must be examined at every scale, from curb-heights to area-wide highway network planning,

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<sup>31</sup> Source: [Cambridgeshire and Peterborough Non-Statutory Spatial Framework](#), (Cambridgeshire & Peterborough Combined Authority, 2018)

ensuring that nobody is excluded from using the transport network due to personal circumstances; income, age, disability or any other factors. This ‘human-centred’ thinking is a central component of our approach across projects and schemes. We want to embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries on the transport network. The vast majority of transport-related deaths occur on our road network, and so working in partnership with the Cambridgeshire and Peterborough Road Safety Partnership and our highway authority partners to deliver improvements to highway safety will be our focus when aiming to reduce fatalities and injuries on the transport network.

- 2.51 We recognise that the transport network does not always function flawlessly and is subject to internal and external stresses that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption, improving journey time reliability. Cambridgeshire and Peterborough is one of the driest areas in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure is vulnerable to extreme weather events and needs to be appropriately protected. We will look to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but relatively easy to maintain and repair. By ensuring that the transport network is protected against human and environmental disruptions, journey time reliability will be improved, allowing quicker and more enjoyable journeys.

*Transport and the environment*

- 2.52 While encouraging development, we want to deliver a transport network that protects and enhances our natural, historic and built environments. We are fortunate to have exceptionally high-quality environments within Cambridgeshire and Peterborough that have positive impacts on our residents’ quality of life. Nonetheless, there are biodiversity challenges and not everyone has easy access to good quality open space. We must integrate environmental considerations, including biodiversity net gain when developing the future transport network, ensuring that all new transport schemes cause minimal disruption to the environment both during construction and operation.
- 2.53 In addition, we aim to ensure transport initiatives improve air quality across the region, exceeding standards as set by the European Union<sup>32</sup>. We will work to improve air quality and noise pollution, exploring options such as electrification of local taxi fleets and increasing the number of ultra-low and zero-emission buses. This will ensure that local air quality sees significant improvement, resulting in a better quality of life for our residents.
- 2.54 We will reduce emissions to ‘net zero’ by 2050 to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale. We recognise that everybody has a role to play in tackling this issue and want to ensure that Cambridgeshire and Peterborough are proactive in this area.
- 2.55 To help drive these changes we must provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles. ‘Active’ transport modes like walking and cycling have a significant impact upon local air quality, greenhouse gas emissions, and public

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<sup>32</sup> Air quality standards are set in European Union (EU) Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe and the Fourth Daughter Directive (2004/107/EC)

health. Walking and cycling are already popular transport modes within certain areas of the region, such as Cambridge, but we must ensure that they become more widespread.

- 2.56 To help promote walking and cycling, we will continue to develop Local Cycling and Walking Infrastructure Plans (LCWIPs) thereby providing evidence for prioritised investment in cycling and walking infrastructure. We will develop high quality cycle provision, through schemes such as the Greater Cambridge Partnership's Greenways. This will involve building upon the current network and providing additional links to join up key destinations that are already partially served (for example the Chisholm Trail in Cambridge).
- 2.57 The use of active travel as part of multi-modal trips will be encouraged wherever possible. For example, we will investigate the possibility of a cycle hub in Peterborough city centre and improve cycle links to other key destinations around the city. Broadly we will consider 'place' and 'movement' functions when designing new infrastructure to ensure that we can provide good transport connectivity whilst retaining and developing 'healthy streets'.
- 2.58 On a broader scale, Cambridgeshire and Peterborough depends upon national and international connectivity to drive its economic prosperity. We must therefore ensure that all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports. For example, the Combined Authority is currently working in partnership with Highways England to assess the viability of dualling the A47 that would significantly improve east-west freight movement in the north of the region. In addition, we will support infrastructure and signaling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.
- 2.59 The following chapter provides a summary of our strategy for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire and Fenland. Additional detail regarding the specific projects that are under consideration in each area is provided in the Transport Delivery Plan.

# 3 Local Strategies

## Introduction

- 3.1 Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities and patterns of growth.
- 3.2 Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities, before they are able to proceed.
- 3.3 Each strategy is set out below, and includes:
  - a summary of recent and planned growth, and local transport constraints;
  - progress and projects delivered to date; and
  - the transport schemes to help deliver each strategy.

## Peterborough

### Background

- 3.4 Peterborough is a rapidly growing city, with a population of approximately 200,000 people. Traditionally a 'railway town', centred upon its location as a major rail junction on the East Coast Main Line between London and the North of England, it grew rapidly after designation as a 'new town' in the 1960s. Surrounded by a predominately rural district with few major service and employment centres, Peterborough includes a large historic town centre with an extensive shopping offer, a major hospital, numerous key employment sites and the site of the future Peterborough University.
- 3.5 Peterborough's patterns of growth are reflected in the city's geography, and its transport network. Peterborough's town centre and 'inner city', including the historic Cathedral and numerous Victorian terrace streets, are surrounded by lower-density development from later years linked by a radial 'Parkway' network of high-capacity dual carriageway roads. This network supports efficient movements between and within the city, resulting in significantly less congestion than elsewhere in Cambridgeshire and Peterborough, helping to support significant growth around the city.

### Recent and planned growth

- 3.6 Peterborough has continued to be one of the fastest-growing cities in the country, experiencing population growth of 15% between 2007 and 2017, the fastest-growing district within the Combined Authority. Recent growth has been focused at Hampton to the south, where a major urban extension is underway on reclaimed brickfields, and at Stanground in the east, together with increased development in the city centre. Several vacant and underused



sites close to the city centre also offer the opportunity for continued investment and regeneration.

- 3.7 Peterborough has recently developed a new Local Plan, which was adopted by the Council in July 2019. It outlines the vision for the city to become a destination of choice, with a walkable, liveable centre; a strong, resilient economy; and attractive, well-designed neighbourhoods, surrounded by a network of characterful villages.
- 3.8 The Local Plan sets out proposals to deliver 19,440 additional homes from 2016 to 2036, with growth focused within the city and within a collection of seven 'urban extensions' at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground. It also establishes proposals for a new independent, campus-based university with 12,500 undergraduate students, proposed to be located off Bishop's Road to the south-east of the city centre.

### **Transport challenges**

- 3.9 Peterborough's transport network must continue to adapt and expand to support the city's growth, whilst ensuring a sustainable transport network that provides access to opportunity for all. Although Peterborough benefits from significantly less traffic congestion than elsewhere in the region, largely due to the high-quality Parkway network, additional development focused on the fringes of the city is expected to place increasing pressure on the highway network. Even combined with investment in sustainable transport, including improvements to the bus network and better walking and cycling infrastructure, there is a need to provide additional, targeted highway capacity to support Peterborough's growth.
- 3.10 While Peterborough benefits from a comprehensive bus network, some routes operate at comparatively low frequencies for an urban environment (every 20 mins or less frequently) and hence do not provide a 'turn-up-and-go' level of service that acts as a genuine alternative to the car. Recent reductions in financial support for the network have resulted in reductions to a small number of evening and weekend services and there is also not a comprehensive on-demand community transport service for those not directly served by the bus network, or through age or disability are not able to access local services. New urban extensions to Peterborough, such as at Hampton, must be integrated fully in Peterborough's bus and public transport network as they are built out, so that new residents are able to travel sustainably as soon as they move in, rather than waiting several years for sustainable transport options to become available.
- 3.11 The Queensgate Bus Interchange is in need of modernisation, and despite its proximity, can be disorientating to reach from the railway station due to severance caused by the A15. Although Peterborough is well-served by the rail network, with frequent, direct services to London, Cambridge and Norwich, together with the West Midlands and North of England, there are a number of improvement opportunities, including faster services to London, Cambridge and Stansted Airport, more frequent services on rural routes to Cambridgeshire, Suffolk and Norfolk, and more capacity.
- 3.12 Peterborough has a large network of segregated cycle and pedestrian routes and is funding significant improvements to the public realm in and around the city centre and the railway station. However, some major roads and junctions lack adequate provision for all non-motorised users, while in places the Parkway network causes severance between communities that deters active travel between them. Although much of the cycle network is segregated from traffic, it is not consistently designed to 'Dutch' (or comparable) standards, with cyclists often lacking priority at junctions, and security concerns caused by inadequate

lighting or sightlines. Continued investment and maintenance in the network, particularly integrated into new development, is needed to ensure walking and cycling is an attractive option for people of all ages to travel around Peterborough.

### **Progress to date**

- 3.13 Since the adoption of Peterborough City Council's fourth Local Transport Plan in 2014, Peterborough has delivered a package of transport improvements to improve the urban realm and make Peterborough a more attractive place to live. Extensive improvements to Bourges Boulevard, the creation of a new entrance to Peterborough railway station and the refurbishment of a vital footbridge have all been completed, supported by a £9.2 million contribution from the Combined Authority.
- 3.14 Peterborough City Council have been proactive in promoting sustainable transport. Funding from the DfT has been used to deliver 'Bikeability'<sup>33</sup> training. In addition, local schools have been encouraged to participate in the national 'Big Pedal'<sup>34</sup> competition and the council has collaborated with Sustrans on an initiative known as 'School Streets' that encourages schools to close the street outside their gate to ease congestion and encourage active and sustainable travel.
- 3.15 Highway improvements have been delivered to support new development, including at the A47 Junction 20 that has been converted to a fully signalised roundabout to help to unlock the delivery of up to 2,500 new homes. Peterborough City Council has also enthusiastically embraced the potential that new technologies may bring to the city. £90,000 of funding from the DfT has been awarded to install four rapid electric vehicle chargers for the local taxi trade, and through an additional £22,500 contribution from Peterborough City Council, the chargers are expected to be operational during the first half of 2020.

### **Our approach**

- 3.16 Peterborough's public transport network must offer accessibility for all. Central to this is our plan for the bus network that subject to the recommendations of the Bus Review Task Force, will provide improvements to levels of service and operating hours. This will help ensure that the bus network provides a high-quality service, allowing people to travel across Peterborough quickly and easily without a private car. Bus services will be integrated into new developments at the outset, with the aim of ensuring high-frequency services directly serve new developments as the first new residents move in. We will continue to explore the potential to modernise Queensgate Bus Interchange to present a better gateway to Peterborough and the bus network, while improving linkages to the railway station.
- 3.17 Complementing this investment is the continued development of Peterborough's walking and cycling network. New junctions and highway infrastructure will be integrated into the walking and cycling network, ensuring that roads in the city do not act as a barrier to movement. Continued improvements to segregated infrastructure, including a new foot and cycle bridge across the Nene, and the upgrading of the cycle network to 'Dutch' standards, will help to

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<sup>33</sup> Bikeability is a scheme delivered by the Department for Transport which aims to give everyone the skills and confidence to ride a bike.

<sup>34</sup> "Big Pedal is the UK's largest inter-school cycling, walking and scooting challenge. It inspires pupils, staff and parents to choose human power for their journey to school." Source: [Sustrans website](#) (Accessed May 2019)

make walking and cycling an attractive choice for short journeys. More journeys on foot and by bike will help allow residents to live active, healthy lives, together with improving air quality and reducing congestion when people switch from the private car.

- 3.18 Not everyone can or wants to walk or cycle, however. A significant number of journeys in Peterborough will continue to be undertaken by the private car: a reflection of its geography of the transport network. We will continue to invest in our highway network, alongside sustainable alternatives, to tackle key 'pinch points' to alleviate traffic congestion, and support Peterborough's growth.
- 3.19 Delivering additional capacity is needed at key junctions on the Parkway network, particularly where these serve large development sites and new urban extensions. Development of thousands of new homes and jobs at the Hamptons, for example, will increase traffic flows on Fletton Parkway, and without intervention, will result in significant worsening of traffic congestion at Junction 3. This will result in longer, more unreliable journeys for drivers and bus passengers, undermining our economy and worsening local air quality. Poor accessibility to major development sites also places growth at risk, as both people and businesses want to be based in attractive, well-located neighbourhoods.
- 3.20 Investment in key junctions and 'pinch points', including carriageway widening and junction improvements on Fletton, Paston and Nene Parkway, plus at Stanground, will help to improve journey times and reliability, while providing the required capacity for future growth. These investments will make travelling around Peterborough, whether travelling to work, to school or to the shops, quicker and easier and help to make the city an attractive place to live and work.
- 3.21 Better strategic linkages to Peterborough, both road and rail, will help to make long-distance journeys quicker and easier, and attract investment. We will support proposals for improvements to the A1 including a grade-separated junction at Wittering to improve safety and access to the village. The Oxford to Cambridge Expressway and continued dualling of the A47 corridor will significantly improving highway accessibility towards London and support our freight and distribution sectors. Improved rail services from Peterborough, including faster journey times to/from London (to less than 40 minutes) and Cambridge, and improved frequencies on rural routes to Cambridgeshire, Suffolk and Norfolk, will make rail a more attractive option for longer-distance travel and help make Peterborough a major business destination.
- 3.22 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.1.



### **Strategic projects**

- 3.23 Improving access to Peterborough from the rest of Cambridgeshire and Peterborough, as well as the rest of the country, is an important priority. This will reduce journey times for longer-distance journeys by both road and rail, as well as improving the attractiveness of Peterborough as a business destination.
- 3.24 Improvements to strategic highway links are key to this strategy. Dualling of the A47 between Wansford and Sutton will improve journey times and reduce congestion along a key strategic route from Peterborough to the A1 corridor, and the wider North of England, as well as improving road safety along a route with a history of fatal and serious collisions. Highways England have recently published their proposed route for the scheme, and construction is expected to commence in 2020. The Combined Authority support longer-term improvements to:
- the A47 corridor, where we will continue to build the case to dual the route to Kings Lynn to help improve accessibility from Peterborough to East Anglia; and
  - the A16 corridor, where we will support investigating the feasibility of dualling the route between Spalding (in Lincolnshire) and Norwood / Peterborough.
- 3.25 In addition to these improvements to our strategic highway links are a series of parallel upgrades to our rail routes. Construction has recently commenced on the Werrington dive-under scheme, to the north of Peterborough that will provide additional freight capacity, particularly for intermodal traffic on routes from the east coast ports to the North of England. This will help to take lorries off our roads and improving journey time reliability for all rail users. We will also continue to work with Network Rail to understand the feasibility of reintroducing four tracks between Peterborough and Huntingdon, allowing faster journey times and additional train services from Peterborough to London. Completion of High Speed 2 in the early 2030s will allow the opportunity to refocus the East Coast Main Line timetable through Peterborough, as non-stop services to Leeds and York are diverted to the new railway, allowing more services to call at Peterborough and providing additional capacity to London.

### **Local projects**

#### *City centre*

- 3.26 The Combined Authority will continue to deliver improvements to the transport network to support the growth planned for the city centre and help to make it an attractive destination for shoppers, businesses and visitors.
- 3.27 Key to the city centre improvements will be continued investment in the streetscape and urban realm to make the city core attractive, pleasant and safe. Following the improvements along Bourges Boulevard that helped to improve walking and cycling connectivity to Peterborough railway station, further urban public realm improvements will be delivered (currently unfunded) in the Midgate, Northminster and Broadway areas. These will include better paving, lighting and street furniture, improving access to the north of the centre and encouraging more people to walk and cycle.
- 3.28 Further connectivity to the railway station is proposed through a new access route associated with future development of land to the west of the station. In addition, the Council is taking

an active role in the redevelopment of North Westgate, an area of the city centre that has been underutilised for decades.

- 3.29 Supporting the continued development at Fletton Quays, a new high-density residential and commercial cluster within the city centre, immediately south of the River Nene, is a key priority. Improved pedestrian links will help better integrate the development into the surrounding area, and we will continue to develop the case for a new foot and cycle bridge across the river to the city centre and the future university site. This will significantly improve north/south walking and cycling accessibility, further supporting active travel.
- 3.30 Better serving the future site of Peterborough University, to the south of Bishops' Road, together with the wider area is imperative. We will explore a package of measures to create and enhance walking/cycling links to the University, improve highway access to the Parkway network, whilst considering how best to replace the surface-level parking provision that currently occupies the University site.
- 3.31 Local Cycling and Walking Infrastructure Plans will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure. Improvements will be undertaken on Peterborough's Green Wheel network, a 45-mile-long route for pedestrians, cyclists and equestrians that circles the city, and takes users through the historic Fens and scenic countryside that surrounds Peterborough.

#### *Parkway network*

- 3.32 Peterborough's parkway network provides for efficient movement within and around the city and includes two of only three bridges across the River Nene. Certain sections of route, and key junctions, suffer from significant congestion that will be tackled through a range of investments.
- 3.33 A47 Junction 18 forms a key interchange with the A15 to the north of Peterborough, used by local traffic accessing nearby retail facilities and the city centre, together with longer-distance traffic through Peterborough to East Anglia and the east coast ports. It suffers from significant peak-time congestion that will be tackled through junction improvements and additional lanes to provide capacity to accommodate future traffic growth. Existing footbridges will be refurbished and strengthened, and new crossings will be provided for foot and cycle traffic, improving the local walking and cycling network.
- A1139 Fletton Parkway serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route. Improvements at Junction 3, including widening of the A1139 off-slips and full signalisation, will provide capacity for additional traffic to new developments. Developer-led proposals for a new bridge for local traffic between the A605 Stanground Bypass and the London Road / The Serpentine roundabout over the East Coast Main Line will also help to relieve congestion in the area and support future development.
- 3.34 The A1260 Nene Parkway Junction 32/33 – provides a key link across the River Nene, resulting in high traffic flows and peak-time congestion. We will therefore explore widening the carriageway to three lanes in each direction across the river, together with alternative options, to relieve this key 'pinch point' on the network. A1260 Junction 15, where the route intersects with the A47, also suffers from congestion, and we will explore options to improve traffic flow at this key junction with the Strategic Road Network.

3.35 Improvements to the A16, by dualling a short section to the north-east of Peterborough, will help support the development at Norwood and relieve congestion. Suitable provision for non-motorised users will be incorporated in the scheme to support sustainable access to the development.

*Eastern industries and Fengate*

3.36 The Fengate district to the east of the city centre forms a key cluster for manufacturing and distribution firms in Peterborough and is home to the world-renowned Perkins Engines. The district is expanding further, with 30ha of land at Red Brick Farm allocated for employment development. We will therefore investigate the feasibility of improving access to this key site to provide additional capacity for future traffic growth. A study will be undertaken to look at access improvement options, which may include:

- a new roundabout at the Oxney Road / Edgerley Drain Road Junction;
- a new roundabout at Edgerley Drain Road / Storey's Bar Road / Vicarage Farm Road Junction; and
- an additional lane on the A15 Paston Parkway between Junction 20 and Junction 8.

*Stanground*

3.37 The Stanground area, located to the south-east of Peterborough city centre, is home to a new urban extension and is expected to accommodate significant housing and employment growth. Transport improvements are therefore proposed to support this growth, and relieve congestion, including:

- improvements to the A605 / B1095 junction to relieve queuing from right-turning traffic, which can block the nearby roundabout and result in widespread congestion;
- dualling of the eastern end of the Stanground bypass;
- junction improvements at the Stanground fire station junction, which also negatively impacts on bus journey reliability.

## Greater Cambridge

### Background

- 3.38 Greater Cambridge includes both the City of Cambridge and the surrounding district of South Cambridgeshire and has a combined population of approximately 280,000 people. It includes the historic, internationally-renowned Cambridge city centre; two world-class universities; internationally-renowned high-tech research, innovation and science parks (including the largest centre of medical research and health science in Europe: the Cambridge Biomedical Campus); and more than one hundred rural hamlets, villages and small towns.
- 3.39 Cambridge itself forms the centre of the region, with a population of approximately 125,000 people. It includes a city centre with an extensive retail, leisure and tourist offer, two universities, and a number of large employment sites. Densely-populated, many residents cycling or travelling by public transport to work: 52% of people cycle at least once a week, greater than any other Local Authority area in the country.
- 3.40 South Cambridgeshire, by comparison, is a predominately rural district, comprising villages and small towns, with no settlement larger than 10,000 people. Cambourne, a new settlement located ten miles west of Cambridge, forms the largest town and is home to the District Council offices. Northstowe, a new town located five miles north-east of Cambridge, is in development and due to grow to accommodate approximately 10,000 homes.
- 3.41 Aside from the cluster of biotechnology and science parks located in South Cambridgeshire, including the Cambridge Science Park, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, the area predominately looks to Cambridge for employment, shopping and major services, which complement those located within the district. 23,400 workers living in South Cambridgeshire commute to work in Cambridge city, for example, compared to 23,800 that work within the district itself<sup>35</sup>.
- 3.42 In 2014, the Greater Cambridge area negotiated a City Deal with Central Government, delivering up to £500 million of grant funding to invest in projects to support future growth. The City Deal recognised the regions' national importance and provided funding to address several key constraints to growth – particularly the transport network.
- 3.43 The Greater Cambridge Partnership, the body formed to deliver the aims and objectives of the City Deal, was established to plan and deliver schemes to alleviate these constraints. Its Board comprises a representative from each of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the University of Cambridge and the business community. The Combined Authority continues to work very closely with the Greater Cambridge Partnership to integrate plans, funding, and delivery to deliver a world-class transport network.

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<sup>35</sup> Source: [Location of usual residence and place of work](#) (Office for National Statistics, 2011)



### Recent and planned growth

- 3.44 Greater Cambridge's population has increased by 10% over the past ten years<sup>36</sup>, with property prices have increased by more than 64% between 2007 and 2017<sup>37</sup>. Greater Cambridge is now one of the most unaffordable places to live in the country, with average house prices more than 12 times<sup>38</sup> average local earnings in 2017. This undermines quality-of-life and the region's attractiveness as a place to live and work. Recent growth has seen the historic development pattern of Greater Cambridge change significantly in recent years, with Cambridge emerging as the heart of a rapidly growing, polycentric city region.
- 3.45 Historically, employment and economic activity in the city of Cambridge was centred around the city centre but beginning with the construction of the Cambridge Science Park in 1971, development has increasingly occurred on the city 'fringe'. Partly reflecting the lack of available land for development in the city centre, Cambridge's development and employment has become increasingly decentralised, with employment and leisure activity focused within six key districts:
- Cambridge City Centre;
  - Cambridge Station, CB1 and Hills Road;
  - Cambridge Biomedical Campus and 'Southern Fringe';
  - Cambridge Science Park and 'Northern Fringe';
  - West Cambridge; and
  - Cambridge East.
- 3.46 Collectively, these sites account for 63% of all jobs within the Cambridge urban area, and 40% of all jobs within Greater Cambridge. Growth is expected to be disproportionately located in these areas, which benefit from agglomeration and good labour market accessibility.
- 3.47 Both Cambridge and South Cambridgeshire have ambitious plans for growth, which will require continued investment in the regions' transport network to provide the capacity, connectivity and accessibility required. More than 33,500 homes and 44,000 jobs are expected to be delivered by 2031 under both districts' Local Plans, with a 'sequential' approach to development, where the most sustainable locations are prioritised first for growth. Housing growth is therefore proposed under the Plan from 2011 to 2031<sup>39</sup>:
- firstly, in the existing urban area of Cambridge (6,800 homes);
  - within defined fringe sites on the edge of Cambridge, and sites proposed to be released from the inner Green Belt boundary (e.g. at North West Cambridge) (12,700 homes);
  - within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach (8,100 homes); and
  - (lastly) within identified villages (8,200 homes), reflecting the difficulty in achieving sustainable growth in these locations.

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<sup>36</sup> Source: [ONS Mid-Year Population Estimates, mid-2017 vs 2007](#) (Office for National Statistics, 2018)

<sup>37</sup> Source: Cambridgeshire and Peterborough Local Transport Plan Evidence Base (Steer, 2018)

<sup>38</sup> The average house price to earnings ratio in the city of Cambridge is 13. In the Greater Cambridge area, which also includes South Cambridgeshire, the average is 12.

<sup>39</sup> Source: [Cambridge Local Plan](#) (Cambridge City Council, 2012)

3.48 Looking to the longer-term, post-2031, the two Local Planning Authorities are about to embark upon developing a joint Local Plan and the Combined Authority is currently developing a Non-Statutory Spatial Framework (NSSF), which will outline the region's longer-term potential for growth. This will build on the Cambridgeshire and Peterborough Independent Economic Review (CPIER) that highlighted Greater Cambridge's unique potential for growth but stressed the need for significantly higher levels of housing delivery in order to deliver the region's potential.

### **Transport challenges**

3.49 Supporting this growth presents a unique challenge for Greater Cambridge. There is a clear need for an ambitious approach to significantly increase transport capacity to support additional trips from new residents, while tackling congestion on the highway network and creating more attractive, less car-focused places to live and work. Tackling congestion was identified in the City Deal as a key barrier to growth. The Greater Cambridge Partnership aims to reduce traffic by up to 15% on 2011 levels, equivalent to taking one in four cars off the road compared to today's traffic flows. Commuters into Cambridge by car spend on average a quarter of their journey time stuck in traffic, with significant implications for their productivity and wellbeing.

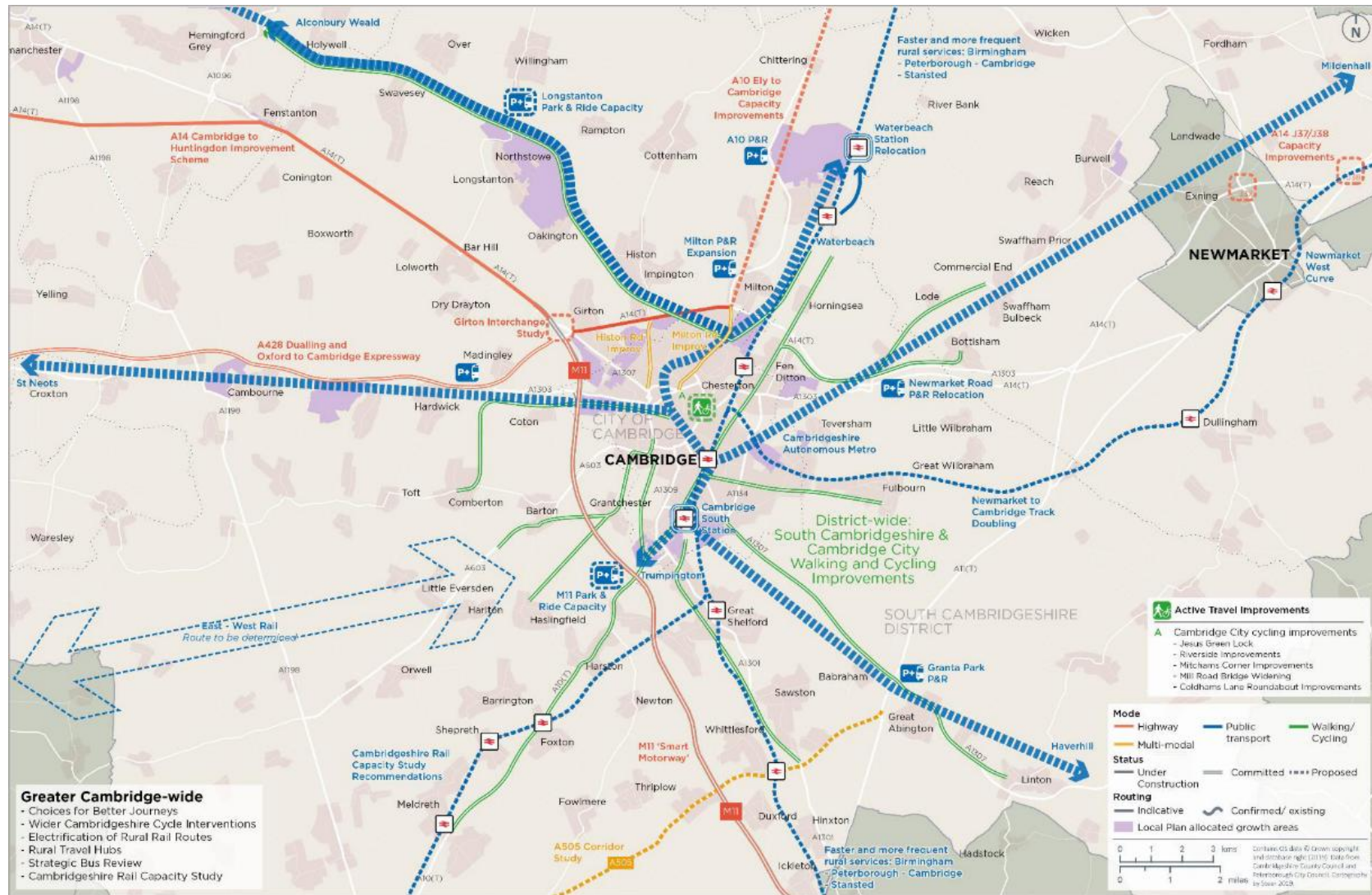
3.50 To improve people's journeys into and around Greater Cambridge, we need to significantly improve and expand the public transport network and invest in better active travel infrastructure. More people need to walk, cycle or use public transport for their journeys, rather than driving as they do today. Without action, the number of car journeys may rise by up to 50% by 2031, impacting on local air quality and health outcomes, and potentially threatening Greater Cambridge's outstanding quality-of-life. Cambridge is a historic city, and simply providing additional highway capacity to support growth does not form a viable or attractive option.

3.51 Delivering a more sustainable public transport network, combined with better walking and cycling infrastructure, will better connect communities and employment areas and provide a genuine alternative to the car. Today, congestion means that many bus services are comparatively slow, particularly on routes into the city, leading to poor reliability that can mean that users do not feel they can rely on the bus to travel to work or access essential services. In rural areas, many services are infrequent or non-existent, with services limited at evenings and weekends, undermining the ability of the public transport network to compete with the car. There is also no comprehensive demand-responsive service for those communities not directly served by the bus network.

3.52 Many major destinations and employment sites, such as the Cambridge Biomedical Campus and the West Cambridge Site, lack good public transport accessibility, with bus services limited to those running along specific corridors to the city centre, rather than providing wider accessibility to market towns and new settlements in Greater Cambridge. Future growth is expected to be focused at such sites, and so there is a clear need for improved public transport accessibility to both provide a genuine alternative to the car (and hence alleviate congestion) as well as ensure that Greater Cambridge's dynamic, highly productive firms have the best access to skill and talent elsewhere.

- 3.53 Although much of the region has benefited from significant investment in high-quality infrastructure for non-motorised users, such as new cycleways along Huntingdon Road, many city districts and local villages lack safe, attractive pavements and cycleways. Concerns with cycling amongst traffic, particularly on congested and polluted roads, acts as a key deterrent to active travel, and hence there is a clear need to invest in improved infrastructure to make walking and cycling an attractive option for short trips.
- 3.54 Our detailed plans and projects to exploit the opportunities and overcome the challenges faced by Cambridge and its environs are summarised in Figure 3.2.

Figure 3.2: Summary of key projects in Greater Cambridge



### **Progress to date**

- 3.55 Greater Cambridge has seen several transport schemes come to fruition since the adoption of the Cambridgeshire Local Transport Plan 3 in 2014, delivered through the combined efforts of the Greater Cambridge Partnership, Cambridgeshire County Council and the Combined Authority.
- 3.56 Efforts have focused on delivering sustainable transport improvements, with the Greater Cambridge Partnership completing a number of improvements to cycle routes including the A10 cycleway to Melbourn and four cross-city cycling schemes, with work beginning on the 'Chisholm Trail' including a new bridge over the River Cam. Cambridgeshire County Council recently secured £10.1 million from the DfT's Cycle City Ambition Fund that funded 'Dutch-standard' cycle routes on major road corridors into Cambridge, including the Huntingdon Road.
- 3.57 Several major improvements have also been made to the city's public transport network, including the opening of a new £44m railway station – Cambridge North – in 2017. Designed to serve the Cambridge Science Park – a major employment site – together with surrounding residential areas, more than 450,000 journeys are already made annually to and from the station. Improvements have also been made to Cambridge station, with a larger concourse and ticket office, and additional ticket gates and machines, completed in 2017, following completion of the largest multi-story cycle park in the country, with more than 2,500 spaces.
- 3.58 Against a background of falling bus patronage and national reductions in service mileage, the Combined Authority in partnership with District Councils have provided new grants to continue to support vital bus services linking smaller towns and villages in South Cambridgeshire to the city, such as the X3 from Papworth to Cambridge, the 196 from Waterbeach to Cambridge, the 31 from Barley to Cambridge and the 75 from Wrestlingworth to Cambridge.

### **Our approach**

- 3.59 Sustainable transport, including investment in walking, cycling, rapid transit and better bus and rail services, is central to our strategy. A measure of success will be more people travelling on foot, by bike and public transport, reducing congestion, improving air quality, working towards net zero carbon emissions, and helping to create attractive, healthy, and thriving streets and communities where people want to live. Our strategy is ambitious, but deliverable, and represents a step-change in planning how people travel across the region.
- 3.60 Delivery of the CAM in collaboration with the Greater Cambridge Partnership will provide a reliable, high frequency metro service between the employment hubs and high-tech clusters of Greater Cambridge, including the Cambridge Science Park and Biomedical Campus, with the city centre and surrounding market towns and new settlements. Work is already underway on the first phase of the CAM through the Greater Cambridge Partnership's programme to provide high quality, segregated public transport routes along key corridors, including links to Cambourne, Granta Park, Cambridge East and Waterbeach.
- 3.61 CAM will provide a step-change in public transport connectivity across the region, with services being segregated from other motor traffic within Cambridge. It will enable residents and visitors to travel quickly and easily across Greater Cambridge, providing better access to employment and education, broadening labour markets, and thereby supporting our dynamic economy. The scheme, including segregated links to Cambourne, Granta Park and Waterbeach, will also significantly improve the accessibility of new settlements (such as Bourn Airfield and Waterbeach New Town), supporting the delivery of much-needed homes, and

major employment clusters at the Cambridge Biomedical Campus and Science Park, supporting productivity growth and the creation of skilled, well-paid jobs. Each CAM route – outside of the tunnelled city centre section – will include segregated parallel infrastructure for pedestrians, cyclists and horse riders, opening up new commuting opportunities on foot or by bike, similar to that already achieved by the Cambridgeshire Guided Busway.

- 3.62 Complementing CAM will be a comprehensive, better integrated network of local bus services, connecting the suburbs of Cambridge and smaller towns and villages to employment centres across the area and the CAM network. Park & Ride sites will continue to provide sustainable options for those who do not have a feasible alternative to the car. These will be better integrated into surrounding local transport networks, acting as travel hubs with high-quality interchange between CAM and local bus and demand-responsive services, together with the walking and cycling network. Local buses – and demand-responsive transport within South Cambridgeshire – will be designed to ensure that no one is outside of the reach of safe, reliable public transport, and hence helping to maximise social inclusion for those who lack access to a car.
- 3.63 Improved Dutch-quality segregated infrastructure for pedestrians, cyclists and horse riders – such as the Greater Cambridge Partnership’s ‘Greenways’ programme – will encourage active travel by making it a safer, more attractive travel option within our communities, and seamlessly connecting into the public transport system. More journeys by bike and on foot will help to reduce air pollution, support better health outcomes, and alleviate congestion on the highway network. New technology, such as affordable electric bikes, will increase the attractiveness of cycling to new groups of people and extend the distance at which people are willing to cycle. We will support the introduction of bike sharing schemes, to facilitate cycling for visitors and those making ‘one-way’ trips, subject to the agreed *Code of Conduct for Cambridge* agreed with local councils to ensure that negative impacts on the urban realm are minimised.
- 3.64 Residents of all ages – including children and teenagers – will be able to cycle to school, college, the shops or the cinema safely, helping them live healthy lives and providing them with the independence to travel without being driven by family. Better designed streets, with improved active travel facilities, will be less dominated by traffic, helping to create attractive communities and better places to live in line with the guidance within the new *Making Space for People* Supplementary Planning Guidance, funded by the Greater Cambridge Partnership. The Supplementary Planning Guidance is expected to be adopted shortly.
- 3.65 Improved rail services, such as faster, more frequent services between Peterborough, Cambridge and Stansted Airport, and a new station at Cambridge South, will help to improve inter-regional connectivity, and provide important longer-distance commuting links into Cambridge. Cambridge South station will support development at the Cambridge Biomedical Campus, expected to generate over 30,000 additional journeys by 2031, and relieve congestion in and around the campus by providing greater sustainable transport options. Commuting into Cambridge by rail will become a more attractive option, allowing residents to switch from car and improving access to skilled labour for our dynamic, productive firms.
- 3.66 Demand management in Cambridge will be considered to reduce congestion, improve air quality, work towards net zero carbon emissions, and help fund an improved public transport network, while ensure that Cambridge’s road network is prioritised for walking, cycling and public transport. The Greater Cambridge Partnership’s recent engagement with the public through the *Choices for Better Journeys* initiative and the UK’s first Citizens’ Assembly on transport for views on different options for delivering demand management in the city.

- 3.67 Our highway network will still play an important role for some journeys, particularly those between our rural villages and for freight movements. Targeted highway improvements will provide additional capacity for essential highway trips where major population growth is expected, such as investment in the A10 at Waterbeach New Town, accompanied by investment in sustainable transport. Improvements to orbital corridors – such as the M11 – will help to ensure that strategic traffic can bypass Cambridge effectively and reduce traffic flows through Cambridge and smaller towns and villages.
- 3.68 We will assess the feasibility of investing in a limited number of specific ‘pinch points’ in the highway network that currently contribute to severe localised traffic congestion and cannot be alleviated through other means, accompanied by complementary initiatives to avoid knock-on impacts elsewhere on the network. Support will be given to wider strategic upgrades to the highway network, such as the completion of the Oxford to Cambridge Expressway, to improve connectivity and key freight linkages with the rest of the country.

*Working in Partnership*

- 3.69 Key to successfully delivering our strategy is working in collaboration with key local partners. Several organisations have specific responsibilities for transport, planning and project delivery, and hence, partnership working is key to delivering our vision for Greater Cambridge. These include working closely with:
- The Greater Cambridge Partnership, who are currently leading the development of a series segregated public transport corridors from Cambridge to Cambourne, Granta Park and Waterbeach that will form part of the future CAM network.
  - The local planning authorities of Cambridge City Council and South Cambridgeshire District Council.
  - Cambridgeshire County Council, who have responsibilities for maintenance and investment in the local highway network, as well as local bus services, and will be key to helping realise our plans for local transport accessibility.
  - DfT, Highways England, Network Rail, the East West Rail Company, and Train Operating Companies responsible for delivering wider strategic transport improvements.
- 3.70 Engagement with large employers, organisations at large employment sites, and developers will continue to be critical in order to successfully deliver our strategy and vision for Greater Cambridge. Detailed plans and projects are set out below.

**Strategic projects**

- 3.71 Several highway and public transport corridors link the Cambridge urban area to the towns and villages of South Cambridgeshire, and form strategic links between Greater Cambridge, the rest of the Combined Authority, and the rest of the country. Major residential and employment development is proposed at points along these corridors. This growth will help support the continued success of Greater Cambridge – and the wider Combined Authority – by providing the floorspace for companies to expand and prosper, and the new homes that are key to alleviating Greater Cambridge’s housing affordability crisis. However, in the absence of intervention, this growth will result in increasing congestion and worsening journey times, particularly in peak periods.
- 3.72 Working in partnership with the Greater Cambridge Partnership, we have developed a package of significant public transport, walking and cycling improvements, alongside targeted highway investments. The aim of these package of measures is to deliver a more sustainable

transport system. These schemes, underpinned by our policies, will help make travelling on foot, by bike or public transport more attractive than by car, thereby alleviating congestion and supporting the region's growth.

*North – towards Waterbeach and Ely*

- 3.73 Waterbeach New Town, located six miles north of Cambridge along the A10 corridor, will be home to a new settlement of approximately 9,000 homes. Key to building sustainable travel patterns, and a successful thriving community, is comprehensive and reliable public transport provision. We will support Greater Cambridge Partnership in the delivery of a new segregated public transport corridor to Cambridge, integrated with a new travel hub with parking, to provide a genuine alternative to the private car. This will form a first phase of the CAM network, operated by high-quality electric vehicles, prior to the opening of tunnels under the city centre. Relocation of Waterbeach station, with a larger car park and longer platforms, and a 'Greenway' from Waterbeach to Cambridge for pedestrians, cyclists and horse riders, will also help to attract drivers away from their cars and create a more sustainable transport system for the region.
- 3.74 Dualling of the A10, combined with upgrades to Milton Interchange, will provide additional highway capacity where required to support developments and assist in the alleviation of chronic traffic congestion along the corridor. It will be accompanied by parallel infrastructure for non-motorised users.

*West – towards Cambourne, St Neots and Bedford*

- 3.75 Along the A428/A1303 corridor, the Cambourne to Cambridge scheme being led by the Greater Cambridge Partnership will deliver a segregated public transport corridor from Cambourne. This corridor will serve the future housing sites at Cambourne West and Bourn Airfield, to West Cambridge and other key employment sites and destinations. Similarly, to Waterbeach, this will form a first phase of the CAM network, operated by high-quality electric vehicles, and will include a new Park & Ride site at Scotland Farm or Madingley Mulch. It will help to attract those who currently drive to public transport, and hence contribute towards reducing the impacts of traffic on local communities. Parallel facilities for pedestrians, cyclists and horse riders will create new opportunities for active travel to and from Cambridge.
- 3.76 East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will also transform public transport connectivity along the Oxford to Cambridge corridor and, subject to consultation, is expected to serve new or expanded stations in Sandy, Tempsford, Cambourne and/or Bassingbourn depending on the alignment chosen. It will open up new sustainable commuting opportunities to Cambridge from the west and create a direct rail link along the Oxford to Cambridge arc for the first time since the 1960s.
- 3.77 Dualling of the A428 between Cambourne and St Neots, currently being proposed by Highways England, will improve access to and from Greater Cambridge from St Neots, Bedford and the wider Strategic Highway Network. This will form the first phase of the Oxford to Cambridge Expressway.

*South – into South Cambridgeshire and towards Stansted Airport*

- 3.78 Along the A10 and M11 corridors, we will continue to work with partners to deliver improvements to key rail routes, including an increased frequency of trains to Stansted Airport, and in the longer-term an upgrade of the M11 to 'smart motorway' standard around Cambridge to improve journey time reliability along this key strategic route. This will help to



ensure that the M11 continues to act as a strategic bypass for Cambridge, and limits traffic flows through the city. Additional Park & Ride capacity, including at M11 Junction 11, will also help to reduce traffic within central Cambridge by providing more sustainable travel options for those outside the reach of existing high-frequency public transport links.

- 3.79 Improvements to the A505, including better orbital public transport, local junction improvements and/or dualling, will help to relieve traffic congestion and support growth at the Wellcome Genome Campus, Granta Park and the proposed North Uttlesford Garden Community in North Essex. We will continue to explore how to improve sustainable cross-border connectivity from Greater Cambridge to the proposed North Uttlesford Garden Community, in partnership with Uttlesford District Council, reflecting the likelihood for high levels of commuting between the Garden Community and Greater Cambridge.

*East – the biotech corridor and towards Newmarket and Haverhill*

- 3.80 The Cambridge Biomedical Campus, located on the south-eastern fringe of Cambridge, is expanding rapidly, and is expected to be home to 26,000 workers by 2031<sup>40</sup>. It will be linked directly to the A1307 corridor by the Cambridge South East scheme, currently being developed by the Greater Cambridge Partnership. This will deliver a segregated public transport corridor from Granta Park to the Cambridge Biomedical Campus and a new Park & Ride site near the A11, which will form part of the CAM network at opening. This will be combined with additional bus priority measures along the A1307 corridor to Haverhill, and a segregated path for pedestrians, cyclists and horse riders.
- 3.81 The improvements described above will significantly enhance the accessibility of the Cambridge Biomedical Campus, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, thereby supporting the creation of high-value jobs in life sciences and research and development. In addition, they will improve connectivity towards Haverhill and supporting future housing growth. The segregated public transport corridor will form a first phase of the CAM network, operating with high-quality electric vehicles prior to the opening of tunnels under Cambridge city centre, and will be accompanied by a new active travel 'Greenway' along the corridor.
- 3.82 Frequency enhancements on the rail corridor to Newmarket accompanied by an increase in Newmarket to Cambridge services to half-hourly, will help to provide a genuine alternative to driving along the A14 corridor and help to reduce traffic in Cambridge city. We support electrification of this key route in the longer-term, to reduce journey times for passengers and provide a key component of the electrification of the rail freight route from Felixstowe to the Midlands.

**Local projects**

- 3.83 The city of Cambridge, and its large employment sites in the vicinity of the city centre (at the Cambridge Biomedical Campus, the Cambridge Science Park and West Cambridge), forms the centre of the region, and accounts for 23% of employment. Future growth is expected to be concentrated primarily at 'fringe' sites in the city that will place new and renewed pressures on the highway network. Sustainable investment in our transport network, both within the City and on the surrounding corridors, is imperative to supporting future growth, and relieving congestion by attracting people out of their cars.

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<sup>40</sup> **Source: Greater Cambridge Partnership website (Greater Cambridge Partnership, 2019)**

- 3.84 Across the region, we will continue to improve our public transport network to increase accessibility and encourage people out of their cars. The Greater Cambridge Partnership is already making significant investment in bus priority, alongside walking and cycling facilities, along the Histon Road and Milton Road corridors. Our proposals for the bus network will help to increase frequencies, improve reliability and reduce journey times, both within Cambridge and our rural towns and villages, based on the recommendations of the recently-completed Strategic Bus Review. The Greater Cambridge Partnership's recent public engagement, *Choices for Better Journeys*, explored the public's views on how to improve and fund public transport within Cambridge through investment in public transport, walking and cycling, as well as proposals for tackling congestion, improving air quality and enhancing public realm through better managing demand for road space.
- 3.85 High-quality active travel facilities, both within Cambridge and between smaller towns and villages in South Cambridgeshire, will ensure that active travel is an option for all journeys, either for journeys in their entirety or for accessing the wider public transport network. Initial investment will be focused on improvements on new segregated cycleways on key radial routes within Cambridge, including along the Histon, Milton and Huntingdon Roads, together with the Chisholm Trail, a new cross-city link including a new bridge over the River Cam, and the Greenways programme that is currently being delivered by the Greater Cambridge Partnership. Greenways will deliver new and improved segregated links from Cambridge to twelve market towns and villages in South Cambridgeshire, providing safe and attractive facilities for walkers, cyclists and horse riders away from traffic for the first time.
- 3.86 In the longer-term, across the timespan of this Local Transport Plan, continued investment in active travel will help to achieve the ambition of connecting all communities in Greater Cambridge with safe, attractive infrastructure, largely segregated from traffic, for non-motorised users. New travel hubs and interchanges, including with CAM, will enable individuals to easily access transit, even when they are outside walking distance of a CAM stop or a railway station. Our policies will help to ensure the benefits of new infrastructure are maximised, including working with employers to provide good cycle parking facilities to encourage e-bikes and cycle freight.
- 3.87 In the longer-term, Greater Cambridge will benefit from CAM, which will seamlessly link our market towns and new settlements to major destinations within Cambridge, including the city centre, the Biomedical Campus, West Cambridge and the Cambridge Science Park via new tunnels under central Cambridge.
- 3.88 The first phases of CAM will include new segregated links to Cambourne, Haverhill (via Granta Park), East Cambridge and Waterbeach New Town, being delivered by the Greater Cambridge Partnership from 2024, prior to the opening of the tunnelled sections providing cross-city connectivity from 2029. Operated by electric, rubber-tyred vehicles, segregated from traffic, CAM will deliver a high-quality, reliable transport network with fast journey times competitive with the private car. CAM is key to our proposals to reduce traffic in Cambridge by attracting people out of their cars, helping to improve air quality, free up road space for walking and cycling and create less traffic-dominated and more attractive places to live.
- 3.89 Expanding access to the rail network, including delivering a new station at Cambridge South to directly serve the Cambridge Biomedical Campus. Additional rail services from Cambridge, Cambridge North and the future Cambridge South to Stansted Airport, Ely and Peterborough, will be prioritised with the aim of each key destination having at least a half-hourly service to and from Cambridge. Our work will be informed by the Cambridgeshire Rail Capacity Study

that has identified network constraints on the Cambridgeshire rail network, with the view to identifying potential improvements to facilitate additional services and/or routes.

## Huntingdonshire

### Background

3.90 Huntingdonshire is the largest district in Cambridgeshire, with a population of 170,000 across an area of over 900 km<sup>2</sup>. It is predominately rural in nature, with a sparse population density of just four people per acre – compared to 75 in Cambridge<sup>41</sup> – with local employment and key services focused in the large towns of Huntingdon and St Neots, together with St Ives to the east. Huntingdonshire's towns and rural villages have strong links to neighbouring communities, including Cambridge to the east, Peterborough to the north and Bedford to the south-west. These provide employment, shopping, leisure and health services to complement those available within the district and generate significant long-distance travel demand.

### Recent and planned growth

3.91 Huntingdonshire's population has grown by around 20% over the past 20 years, partly in response to housing market pressures in and around Cambridge. Recent housing and employment growth have been concentrated in and around the district's main towns, and to a lesser extent within the larger villages, placing a significant pressure on the region's transport infrastructure.

3.92 The Huntingdonshire Local Plan outlines proposals for at least 20,100 new homes (both market and affordable), together with 14,400 additional jobs, in the period 2011-2036. Development is expected to be focused in four spatial planning areas, reflecting their status as the district's traditional market towns and most sustainable centres. These are:

- Huntingdon, including Brampton and Godmanchester, and the new settlement of Alconbury Weald;
- St Neots, including Little Paxton and the urban extension at St Neots East;
- St Ives, including the redevelopment of the Wyton Airfield site, subject to alleviating local transport constraints in timescales beyond the current Local Plan period; and
- Ramsey, including the former RAF Upwood site.

### Transport challenges

3.93 Reflecting the district's rural geography, local communities rely on the private car for the vast majority of trips. For example, approximately 79% of journeys to work within the district are by road, which contributes towards local congestion and poor air quality. High traffic flows, particularly through rural villages and high streets, have a negative impact on the local environment, and make it less attractive to walk or cycle for local journeys. Many rural, single-carriageway roads, with high traffic speeds and substandard alignments have poor road safety records and can present challenges for freight transport.

3.94 While the region benefits from excellent strategic links, including the East Coast Main Line and the A14, A428 and A1, these also suffer from significant traffic congestion, particularly at key junctions (such as the Buckden Roundabout). Longer-distance journeys originating in Huntingdonshire, particularly towards Cambridge, contribute towards congestion and poor air quality problems.

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<sup>41</sup> Source: [Huntingdonshire's Local Plan to 2036: Proposed Submission 2017](#) (Huntingdonshire District Council, 2018)

- 3.95 In addition, those who lack access to private transport – particularly within rural villages – often have limited access to good public transport that exacerbates social exclusion and can mean that some are ‘forced’ into car ownership as they feel they have little practical alternative to access employment or other key services. Some bus services, particularly within rural areas, are infrequent, and community transport for those not directly served by bus does not always provide a sufficiently comprehensive service. Dedicated, high-quality walking and cycling infrastructure is also limited outside of Huntingdon, St Neots and St Ives and deters the use of active modes and contributes to poor health outcomes.
- 3.96 Aside from the East Coast Rail Line and the successful Guided Busway, linking Cambridge to St Ives, there is a notable lack of sustainable, high-quality, long-distance public transport connectivity from Huntingdonshire. This acts to limit the commuting opportunities of residents in Huntingdonshire, making it difficult to travel to employment or education opportunities further afield, such as at the Cambridge Biomedical Campus or Cambridge Regional College.
- 3.97 Future development, in particular at Alconbury Weald, is dependent on securing significant upgrades to the region’s highway and public transport infrastructure. If these developments are to be attractive places to live and work, they need to be; well-integrated into the region’s key highway network (and the A1 and A14) without worsening congestion; and, include seamless public transport connectivity to Huntingdon, Cambridge and London. Environmental constraints of such transport infrastructure must also be suitably mitigated.

#### **Progress to date**

- 3.98 Located directly between Cambridge and Peterborough, the transport network in Huntingdonshire is critical to the success of the Combined Authority as a whole. Several improvements have been made to Huntingdonshire’s transport network since the publication of the Cambridgeshire Local Transport Plan in 2014, including the £1.5bn A14 Cambridge to Huntingdon improvement scheme. The first section of this route, between Swavesey and Brampton Hut at the A1 to the south of Huntingdon, opened in December 2019, with the complete route expected to open in 2020. This will include the removal of the A14 viaduct over Huntingdon Town Centre, helping to create a more attractive environment within the town, with the wider upgrade of the route alleviating a serious bottleneck on the major highway link between Cambridge and Peterborough.
- 3.99 Major investment is also being delivered in St Neots, where a £4.1million bid for investment was agreed by the Combined Authority board in June 2018 as part of a package of investment and initiatives designed to pave the way for accelerated growth within the town. These initiatives were outlined in the St Neots Masterplan, which includes a range of future projects such as a new foot and cycle bridge and improvements to street furniture to improve the town’s ‘urban realm’, to be completed in 2021. The ambitious nature of these schemes, and their progressive vision has led to St Neots being declared the first ‘Smart Town’ in the country.

#### **Our approach**

- 3.100 Reflecting our rural geography, many longer distance journeys within Huntingdonshire will continue to take place by road. We will therefore continue to invest in our highway network, alongside sustainable alternatives, to tackle key ‘pinch points’, alleviate local traffic congestion and improve safety. Our approach will seek to prioritise improving access to new development sites, together with improving strategic connectivity to Greater Cambridge and the rest of the country.

- 3.101 Our strategy for the bus network is key to delivering this, with frequent services on ‘core’ inter-urban routes, such as St Neots – Cambourne – Cambridge and Alconbury – Huntingdon – St Ives – Cambridge. These will be complemented by a set of ‘local’ routes, with a sustainable but attractive and consistent frequency, linking larger market towns and some smaller villages, such as Huntingdon – Brampton – Buckden – St Neots, and Huntingdon – Godmanchester – Papworth Everard – Cambourne. This will be supported by a review of levels of service at evenings and weekends. Improved bus priority measures, particularly within Huntingdon, have the potential to deliver faster, more reliable journeys that can compete with the car on journey times.
- 3.102 Many Huntingdonshire residents, however, live within smaller villages outside of the reach of existing bus services, or receiving an infrequent service. Working in partnership with Huntingdonshire District Council, we will ensure that local community and demand-responsive transport provides accessibility for all, integrated into the bus and rail network with dedicated interchanges and joint ticketing.
- 3.103 Our approach will integrate all forms of public transport – including rail services, local buses and community and demand-responsive transport – to provide a seamless, attractive and comprehensive rural public transport network. We will work to adapt existing rail and bus stations in rural travel hubs, offering improved real-time information provision, waiting facilities and cycle and car parking, supported by a more unified, integrated ticketing system.
- 3.104 We will also explore opportunities to enhance strategic public transport accessibility and support growth through new infrastructure, including improving multi-modal connectivity to Alconbury Weald through new segregated transit links between St Ives, Huntingdon and Alconbury – planned to be integrated into the future CAM network – together with support for East West Rail to provide a direct rail service from Huntingdonshire to Cambridge, Milton Keynes and Oxford. This will help to significantly reduce journey times to major cities elsewhere, creating new opportunities for work and leisure for our residents while supporting expanding the labour market and Cambridgeshire and Peterborough’s productivity.
- 3.105 Additional highway capacity and improved accessibility is primarily required at major development sites such as Alconbury Weald, in order to support the delivery of much-needed homes and jobs. We will invest in improved access to these sites, particularly around the heavily congested A141 Huntingdon Northern Bypass corridor, helping to create faster, more reliable journeys by car. Investment in improved regional highway connectivity, such as the dualling of the A428 between Cambourne / Caxton Gibbett and the Black Cat Roundabout, as part of the delivery of the wider Oxford to Cambridge Expressway, will also improve accessibility to Greater Cambridge and the rest of the country, and help to make Huntingdonshire a more attractive place to live or locate a business. Improvements to the A14, one of the most congested routes in the country, are currently underway and include a new bypass to the south of Huntingdon and upgrades to a 21-mile section. Work is due to be completed in 2020 and will bring journey time, reliability and safety benefits to residents, workers and businesses alike.

- 3.106 It is important, however, that the delivery of much-needed improvements to our key road corridors is not at the expense of better walking, cycling and public transport connectivity, and does not result in car dependency. New highway infrastructure will therefore be planned in conjunction with sustainable transport links, planned in accordance with the highest design standards to minimise the impact on the natural environment, and to reduce traffic in local residential streets.
- 3.107 New, high-quality active travel infrastructure – such as a new foot and cycle bridge at St Neots – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality.
- 3.108 Key to ensuring a safe, accessible transport network for all that supports social inclusion and access to opportunity is our package of investment and financial support for our rural public transport network. More people will have a genuine alternative to the car in the form of access to reliable, comprehensive public transport, with the aim – as set out in the Strategic Bus Review – of ensuring that all of Huntingdonshire has a public transport service that provides access to employment, education, shopping and recreation, at a reasonable frequency.
- 3.109 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.3.





## Strategic projects

### *North / South*

- 3.110 The A1/A1(M) runs through the middle of Huntingdonshire, acting as a key strategic route to London and Northern England, together with a key local corridor between St Neots, Huntingdon and Alconbury. Between Junction 10 at Baldock (in Central Bedfordshire) and Junction 14 at Alconbury, the route suffers from significant congestion and a poor safety record, due to a sub-standard alignment, numerous at-grade right-turn junctions, and five roundabouts on an otherwise grade-separated route between the M25 and Newcastle-upon-Tyne in the North East of England.
- 3.111 The Combined Authority, therefore, supports improvements to the A1 corridor, as currently being explored by Highways England, including the potential for upgrades between Baldock (near Biggleswade) and Brampton (near Huntingdon), and more local improvements to junctions and existing roundabouts, particularly at Buckden where there are specific challenges with road safety and access to the village. These improvements will help to provide significant capacity for future housing and employment growth within Huntingdonshire, together with improving safety along the corridor, reducing severance to local villages, and improving journey times and reliability for journeys to, from and within Huntingdonshire along the A1 corridor.

### *East / West*

- 3.112 East – West accessibility from Huntingdonshire, in particular to and from Cambridge, is limited, and hence the Combined Authority is supporting a number of improvements currently being developed by Highways England and the East West Rail Company.
- 3.113 East – West Rail will provide a new railway corridor linking Cambridge, Bedford and Milton Keynes to Oxford, transforming public transport accessibility across the Oxford to Cambridge arc and supporting the arc's ambitious plans for growth, as outlined by the National Infrastructure Commission. Proposals for the 'Central Section' of East – West Rail between Cambridge and Bedford were subject to consultation between January and March 2019 and will include new or expanded stations at Sandy, Tempsford, Cambourne or Bassingbourn, from which connections to St Neots, Huntingdon and a new travel hub at Alconbury Weald will be available. Feedback from the consultation is currently being analysed with a consultation feedback report and preferred route option expected to be issued shortly. The Combined Authority will continue to work with the East West Rail Company, together with the DfT, to deliver the new railway and ensure that it best serves Huntingdonshire through interchange with existing East Coast Main Line services.
- 3.114 The Oxford to Cambridge Expressway will also provide a new or upgraded grade-separated dual carriageway along the corridor, significantly improving accessibility to and from Huntingdonshire and improving journey times and reliability from Huntingdonshire to Cambridge and Bedford. Within our district, the project will include dualling of the A428 between Cambourne / Caxton Gibbet and the Black Cat roundabout on the A1, and a new three-level grade-separated interchange between the A1 and the A428. Subject to funding and planning approval, construction is expected to begin in 2021/22.

## Local projects

### *Improvements at Alconbury*

- 3.115 Significant new housing and employment growth is proposed to the east of the A14, between Huntingdon and Alconbury, in particular at Alconbury Weald. To support this growth, a number of local schemes are proposed, supported by the Combined Authority, including
- capacity and junction enhancements to the A141 around Huntingdon;
  - safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass; and
  - multi-modal accessibility to and from Alconbury Weald, with high-quality bus infrastructure linking this new development to Huntingdon, and the potential for a future CAM route to serve the site.

### *St Ives and Wyton Airfield*

- 3.116 To the east of Huntingdon, in and around another of the district's growth areas – St Ives – both highway and public transport projects are planned to mitigate the impact of development and connect the area's key residential and employment centres sustainably. These projects include capacity enhancements to the A1096 around St Ives and a transport interchange at Hartford, which would be the focal point of high-quality bus infrastructure connecting St Ives (Busway) with Huntingdon, Alconbury Weald and potentially Wyton Airfield in the long-term.
- 3.117 Furthermore, the Combined Authority wishes to understand how the highway network north of the Great River Ouse can be more effectively connected with the wider strategic road network. Capacity studies for the Huntingdon and St Ives areas are being progressed and an initial report is expected in 2020.

### *St Neots*

- 3.118 Finally, in the south-west of the district is St Neots – a market town served by a fast rail link into London, which makes it an attractive location for commuters. The limited public transportation links to and from the town centre to the train station, residential areas (old and new) and employment areas is hampering the connection of the town to its population. In addition, connectivity between the east and west sides of the town is restricted by a single roadway bridge crossing (B1428). Projects proposed to alleviate these issues include a pedestrian and cycle bridge across the Great Ouse, providing a safer, traffic-free alternative to the B1428 and a northern link road from the east of St Neots to Little Paxton in the north.

## East Cambridgeshire

### Background

- 3.119 East Cambridgeshire is a largely rural district with a population of approximately 81,000, centred around the cathedral city of Ely to the north-east of Cambridge. Along with Ely, there are two other urban settlements - Littleport and Soham. Approximately 45% of the district's population live in these three settlements, with the remainder spread between approximately 50 villages<sup>42</sup>. The district benefits from an attractive rural environment, including the special landscape and ecological value of the Fens, numerous historic villages, and the famous Anglican cathedral within Ely.
- 3.120 Ely forms the centre of East Cambridgeshire, acting as the district's main employment hub, and forming a key leisure, retail and education centre. The district also has close connections to Cambridge: 21% of East Cambridgeshire residents commute to work in Cambridge, and many also work elsewhere, with only 40% of employed people who live in the district also working there. Reliable, high quality transport links, in particular to Greater Cambridge, are therefore key to supporting the districts' economy.

### Recent and planned growth

- 3.121 Recent years have seen significant growth in East Cambridgeshire, with the population growing by 11% in the decade to 2017, greater than anywhere else in Cambridgeshire<sup>43</sup>. Ely has been the focus for much of this growth, strongly associated with the success of the Greater Cambridge economy. However, other than the recent construction of the Ely Southern Bypass, there has been limited investment in the regions' transport links.
- 3.122 The East Cambridgeshire 2015 Local Plan sets out the district's proposals to grow by 11,500 dwellings and 9,200 jobs by 2031, typically focused on the fringes of the largest settlements of Ely, Soham and Littleport. This includes:
- 4,000 homes within Ely, including 3,000 at Ely North;
  - 2,300 homes within Soham, focused on the eastern and southern edges of the town;
  - 1,500 within Littleport;
  - 1,900 within smaller villages in East Cambridgeshire.

### Transport challenges

- 3.123 As with neighbouring Huntingdonshire and Fenland, East Cambridgeshire residents rely heavily on the private car for making their journeys: for example, approximately 79% of trips to work within the district are made by car or van. Other than the A14 to the south, highway transport is limited to a network of rural, single-carriageway A-roads such as the A10, which can suffer from traffic congestion, including that associated with slower agricultural traffic. Ely's historic city core can also suffer from congestion, which undermines its attractiveness as a destination for tourism and shopping, or as a pleasant place for walking and cycling, and a careful balance is required between the need for access and retaining a thriving a diverse high street.

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<sup>42</sup> Source: [East Cambridgeshire Local Plan](#), (East Cambridgeshire District Council, 2015)

<sup>43</sup> Source: [Population estimates - local authority based by single year of age](#) (Office for National Statistics, 2019)

- 3.124 Many rural roads also have a poor safety record, with a combination of high traffic speeds and substandard alignments leading to a higher-than-average number of serious and fatal collisions.<sup>44</sup> High-quality walking and cycling infrastructure, particularly outside of Ely, is limited, which means that walking and cycling are unattractive, contributing towards congestion from short car trips and poor air quality.
- 3.125 While East Cambridgeshire, and particularly Ely, is well-served by the rail network, with direct services to Kings Lynn, Cambridge, London, Norwich, Stansted Airport, Peterborough and the Midlands and North West, some services, particularly on the Kings Lynn – Cambridge – London corridor during peak times, suffer from severe overcrowding, and services to Ipswich are only two-hourly. In addition, the complex junctions north of Ely act as a key constraint on capacity, and make it difficult to run additional train services.
- 3.126 Frequent bus services are limited to key corridors from Ely to Cambridge via Stretham and Waterbeach, to Newmarket via Soham and to March via Chatteris, although many services are particularly limited during the evenings and at weekends, reducing their ability to provide a genuine, attractive alternative to the car. East Cambridgeshire also benefits from a range of community transport services, including flexible ‘Dial-a-Ride’ services and community car schemes, although there is significant scope to create a more integrated, multi-modal transport network, with integrated ticketing, better connections and interchange facilities between modes.

#### **Progress to date**

- 3.127 Several major improvements to the transport network within East Cambridgeshire have recently been delivered, helping the district support economic growth and improve quality of life for local residents. Completion of the Ely Southern Bypass in 2018 has significantly eased congestion around Ely by better connecting Stuntney Causeway and Angel Drove, and improving safety by removing the need for heavy goods vehicles to use the railway level crossing and avoid an accident-prone low bridge. Partnership working was key to delivering the scheme, with funding from Cambridgeshire County Council, East Cambridgeshire District Council, the Combined Authority and Network Rail.
- 3.128 Continued improvements are also being made to the Kings Lynn to Ely, Cambridge and London rail route, with work to facilitate eight-car trains to Ely and Kings Lynn beginning in October 2019. Parallel improvements have also been made to pedestrian access over the River Ouse, by constructing a new walkway attached to the bridge that faces towards Ely. The walkway links the Fen Rivers Way and Ouse Valley Way footpaths together, providing a new circular walking route for residents and visitors to Ely.

#### **Our approach**

- 3.129 East Cambridgeshire, reflecting its rural geography, is heavily reliant on its highway network for travel, particularly between and within our rural towns and villages. Significant population growth, combined with increased long-distance commuting and a successful local economy, means that investment in tackling key ‘pinch points’ in the network, alongside investment in sustainable transport, is vital to relieving congestion and supporting growth.
- 3.130 Capacity is most constrained on the A10, which links Littleport, Ely and Waterbeach to Cambridge, and suffers from severe peak-time congestion and poor road safety. We will

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<sup>44</sup> Source: [Rural Road safety – policy options](#) (Transport Research Laboratory, 2007).

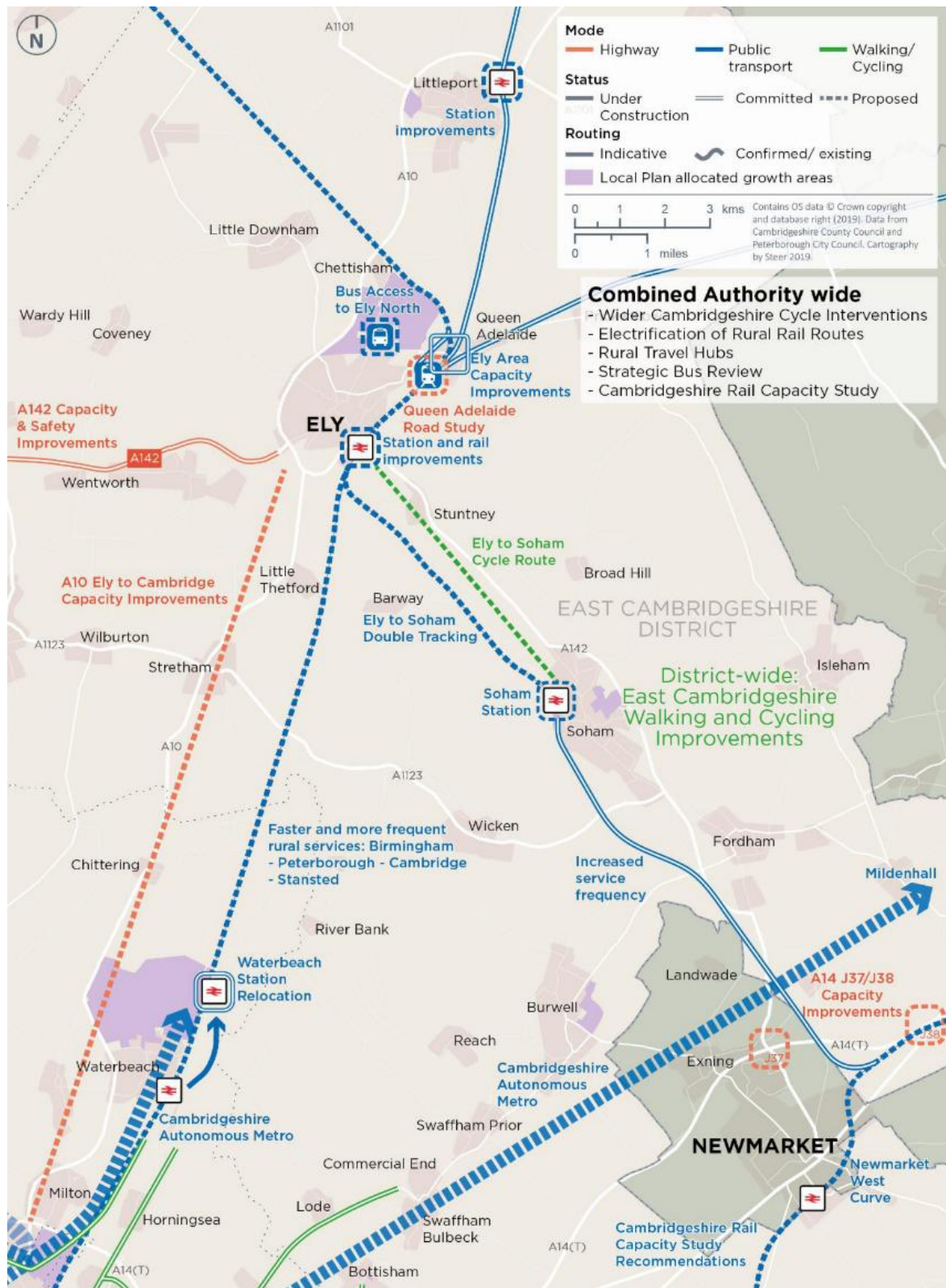
prioritise investment on this key route, improving journey times and reliability for drivers and freight movements, while also providing new high-quality segregated facilities for pedestrians, cyclists and horse riders along the route the first time.

- 3.131 This will be accompanied by investment in the parallel rail route, with the Ely Area Capacity Enhancement (EACE) scheme facilitating additional rail services to Cambridge, as well as additional services to Peterborough, Ipswich and Norwich, and a new station at Soham. These improvements will provide much-needed additional capacity, create new journey opportunities, and deliver faster, more frequent rail journeys for passengers, whilst maintaining highway access for residents and businesses in Queen Adelaide. New Park & Ride provision on the A10 corridor at Waterbeach, combined with a new segregated link to central Cambridge as part of the future CAM network, will help to limit the impact on Cambridge city centre of car-based trips originating in East Cambridgeshire.
- 3.132 These options will help to make longer-distance journeys to East Cambridgeshire quicker and more reliable, granting residents new opportunities to travel to job opportunities and shopping and leisure destinations elsewhere, while supporting Cambridgeshire and Peterborough's growth. Improvements to both road and rail will ensure that public transport continues to offer an attractive service to passengers and avoiding car dependency, while those whose journey is better suited to the private car will be able to travel on more reliable, less congested and safer roads.
- 3.133 To accompany improvements to our strategic transport links, we will also prioritise investment in and support for our local public transport network, ensuring access of opportunity for all. Our proposals for the bus network will deliver frequent, reliable services along key corridors, which could include Newmarket – Soham – Ely and March – Chatteris – Sutton – Ely, with a new 'minimum level of service' to ensure that the bus networks cater for travel at all times of day, for travelling to work or for leisure. We will continue to support community transport and demand-responsive services to provide accessibility for all, including those located in rural villages without access to a bus service and / or who lack access to a private car.
- 3.134 Together with our rail network (where we are planning to open a new station at Soham in the early 2020s and improve rail capacity across the district through improvements to rail junctions in Ely) we will explore how these services can be better integrated to provide a seamless public transport network, with improved timetabled connections, interchange facilities and integrated ticketing. These improvements will ensure that public transport acts as a genuine alternative to the private car, ensuring that everyone can easily access employment, education or key services elsewhere and hence ensure social inclusion.
- 3.135 New, high-quality infrastructure for pedestrians, cyclists and horse riders – such as high-quality cycleways in Ely and a segregated route to Soham – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality across the district.
- 3.136 Planning and provision of sustainable transport options for new developments, in conjunction with highway improvements where required, will help to promote healthy lifestyles and improve air quality, while ensuring that the district continues to offer an outstanding quality-

of-life. Within Soham, a proposed new railway station will help to support new development by making the town a more attractive place to live, greatly improving public transport links and offering an alternative to the car for existing residents.

3.137 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.4.

Figure 3.4: Summary of key projects in East Cambridgeshire



## **Strategic projects**

### *North / South*

- 3.138 The A10, and the parallel Cambridge to Kings Lynn railway line, form the main transport links between Ely and Cambridge. They enable travel between Fenland, East Cambridgeshire, West Norfolk and Cambridge, and directly serve a number of key centres of economic activity on the northern fringe of Cambridge and on the routes themselves. The Cambridge Science Park and neighbouring innovation centres and business parks on the northern fringe of Cambridge are home to an exceptionally high-performing cluster of high-tech and knowledge-based businesses. Because of their position linking these employment sites to residential areas in Ely and beyond, the road and rail links are very busy, particularly at peak times, when there is extensive congestion. There is limited capacity to accommodate further travel demand on this key corridor, which will impede further economic and housing growth if not addressed.
- 3.139 To support the continued success and growth of the high tech and knowledge-based cluster, more employment floorspace close to the existing sites is needed, as is affordable housing within the corridor for those working in these businesses. The lack of employment space and affordable housing constrain further growth of the cluster. Without further investment to manage and accommodate new travel demand, the increased volume of travel which will arise from these developments will exacerbate congestion and crowding problems already apparent today, and will displace traffic onto less suitable parallel routes.
- 3.140 The A10 Ely to Cambridge capacity improvements project includes a package of transport options designed to address these challenges and support growth, with the longer-term aspiration of dualling the A10 entirely between Ely and Cambridge. This includes a series of enhancements to junctions along the route, including at the Witchford Road and Cambridge Road roundabouts to support employment development at the Grovemere and Lancaster Way Business Parks. These improvements, in particular at the Witchford Road 'BP' roundabout, will provide a safe route for pedestrians, cyclists and equestrians to cross the A10, helping to provide attractive alternatives to the private car. Further work is planned to prioritise specific capacity and safety improvements to the western section of the A142, between Ely and Chatteris, where a high proportion of fatal collisions are a local concern, following a study earlier this year.

### *East / West*

- 3.141 Work is also ongoing with Suffolk County Council and West Suffolk Council to investigate options for significant junction improvements at Exning, Junction 37, where the A142 from Soham and Ely meets the heavily congested A14, and at Junction 38, where the A14 and A11 (towards Norwich) converge. The congestion at these pinch points is not only a safety concern but also has knock-on impacts on journey time reliability.

## **Local projects**

### *Rail improvements*

- 3.142 Five railway lines converge on Ely from Cambridge, Newmarket, Norwich, King's Lynn, and Peterborough. The lines to King's Lynn and Norwich split from the Ely-Peterborough line at Ely North Junction. In the early 1990s, the line from Cambridge to King's Lynn was electrified and to keep costs down the junction layout was simplified. This limited the number of trains that could use the junction and with growing demand for both passenger and freight trains this is now a serious strategic constraint on the wider railway network in the area.



3.143 The Combined Authority is therefore working, in partnership with Network Rail, to deliver additional capacity through the Ely area, known as the Ely Area Capacity Enhancements – EACE – project. This will help to deliver additional rail services, including to Cambridge, Kings Lynn, Peterborough and Ipswich, and provide the capacity for any future services to Wisbech, as well as helping ensure more reliable journeys for all passengers. The scheme will also help provide additional capacity for freight services, and hence reduce the need for freight to be transported by heavy goods vehicles along the A14. Parallel upgrades to the level crossings at Queen Adelaide will support the need to deliver additional rail services, while ensuring that road network access for residents and businesses in Prickwillow, Queen Adelaide and North Ely is maintained.

#### *Ely*

3.144 By far the largest housing allocation within the district is planned for the north of Ely, with approximately 3,000 homes at the Church Commissioners site to the east of Lynn Road and the Endurance Estates site between Lynn Road and the A10. To support the sustainability of this development, enhance accessibility and reduce transport related emissions, there are plans to provide reliable and timely bus links to and from the development, Ely city centre and Ely railway station, together with an extensive package of pedestrian and cycle links to link the development to link the development to the rest of the city.

3.145 In addition to the Ely Area Capacity Enhancements project, improvements are planned to public transport interchange facilities, pedestrian and cycle access and car and cycle parking at Ely Railway Station, while longer platforms are also planned for Littleport Railway Station. These improvements aim to facilitate access to the rail network in the district, thereby improving residents' and visitors' ability to access key destinations.

3.146 North of the Ely North Junction, all three lines cross the B1382 at Queen Adelaide. Since increasing the number of trains will have an impact on traffic and safety at the level crossings, work has also been undertaken to assess highway investment options on the B1382 to mitigate the local impacts of unlocking the strategic benefits to the rail network to ensure that highway access to Queen Adelaide, and neighbouring settlements, is maintained.

#### *Soham*

3.147 Soham has also been allocated significant growth within the Local Plan, with 2,300 additional homes by 2031 largely concentrated on the southern and eastern edges of the town. Despite a population of more than 10,000, the town's railway closed in 1965, and public transport provision is now limited to bus services.

3.148 Construction of a new station at Soham is proposed for the early 2020s, served by Peterborough – Ely – Soham – Ipswich services, significantly improve the accessibility of the town and support housing delivery. Doubling of the track between Ely, Soham and Newmarket, together with rebuilding the 'western curve' at Newmarket, is currently being explored for the longer-term, and could support additional services, including direct to Newmarket and Cambridge.

## Fenland

### Background

- 3.149 Fenland covers approximately 200 square miles within the county of Cambridgeshire. It is a rural, sparsely populated district with many diverse communities, each with different needs. Approximately 80% of the district's residents live within the four towns of Wisbech, March, Whittlesey and Chatteris, with the remainder living in a number of small villages and hamlets across the district.
- 3.150 Although Wisbech forms the largest town, with significant local employment and a range of services, each of the sub-regional centres of Cambridge, Peterborough and Kings Lynn have a considerable influence on various parts of Fenland. Growth in employment in the district has not matched workforce expansion and out-commuting is increasing, with 45% of residents in work commuting to outside the district, including 14% to Peterborough, despite the rural geography.
- 3.151 Fenland's economy is also more reliant on agriculture and food production than the rest of Cambridgeshire and Peterborough. There are higher levels of deprivation, particularly within Wisbech. Despite this, there is significant investment in the local economy, including in agri-tech, boosting productivity and creating new jobs for local people.

### Recent and planned growth

- 3.152 Although the district remains relatively sparsely populated, Fenland has experienced considerable housing and population growth in recent years, growing by 8.7% in the decade to 2017<sup>45</sup>. Chatteris and March in particular have accommodated significant new house building, as have Doddington, Wimblington and Manea, with this growth expected to continue.
- 3.153 The Fenland Local Plan, adopted in 2011, set out the district's proposals for growth, including 11,000 additional homes from 2011 to 2031. This includes:
- 3,500 in Wisbech, plus 550 on the eastern edge of the town within the Kings Lynn and West Norfolk council area;
  - 4,200 in March;
  - 1,600 in Chatteris;
  - 1,000 in Whittlesey; and
  - 1,200 elsewhere, predominately in smaller villages.
- 3.154 In addition, the Combined Authority and Fenland District Council are currently exploring plans to develop a new 'garden town' expansion at Wisbech, delivering up to 10,000 additional homes, stimulating further economic growth and creating an attractive place to live.

### Transport challenges

- 3.155 As the most rural and economically deprived district within Cambridgeshire and Peterborough, limited accessibility to Fenland acts to constrain the local economy and hinders development. Uniquely within the Combined Authority, Fenland is not linked to the wider national highway network by dual carriageway. Instead, the district's road network primarily consists of rural, single-carriageway A-roads, many of which suffer from slow average journey times, particularly associated with slower agricultural traffic, and with a poor safety record.

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<sup>45</sup> Source: [Population estimates - local authority based by single year of age](#) (Office for National Statistics, 2019)

- 3.156 Several key junctions, particularly within Wisbech and at the A47 / A141 Guyhirn Roundabout, act as 'pinch points' on the network, and suffer from severe peak-time traffic congestion, which hinder the town's potential growth. Reflecting the low-lying Fenland landscape, some routes suffer from regular flooding, such as North Bank near Whittlesey, or require specific maintenance due to being constructed on peat soils. High-quality walking and cycling infrastructure is limited or entirely absent, which means that walking and cycling are often unattractive, contributing towards congestion from short car trips and poor air quality.
- 3.157 Fenland also lacks good wider public transport accessibility, particularly by rail. While March is directly served by the rail network, with an hourly service between Stansted Airport, Cambridge and Peterborough (continuing to Birmingham) and more infrequent services to Ipswich, the largest town of Wisbech lacks direct access to the rail network. Residents within Wisbech must therefore either drive to March, or travel to Peterborough, to access the rail network, resulting in additional car journeys on the highway network.
- 3.158 Although frequent bus services operate on key inter-urban corridors between Peterborough, Wisbech and Kings Lynn, and Peterborough, Whittlesey, March and Chatteris, services elsewhere are less frequent and irregular, and recent reductions in financial support have significantly reduced weekend and evening services, making it harder for those without access to a car to travel easily around Fenland. Fenland Association for Community Transport (FACT), in partnership with the Fenland Transport and Access Group, operate dial-a-ride services five days a week linking to areas not served directly by the bus network, but there is limited integration between these services and the wider public transport network, which acts to limit the ease with which rural residents can make longer journeys elsewhere (such as to Peterborough).
- 3.159 Lack of transport integration between different bus, rail and community transport services can therefore make it difficult for residents without access to a car to travel to key educational and healthcare services, such as Peterborough City Hospital, which can act to increase the risk of social exclusion and reduce opportunities for our young people to travel elsewhere for education or training.

#### **Progress to date**

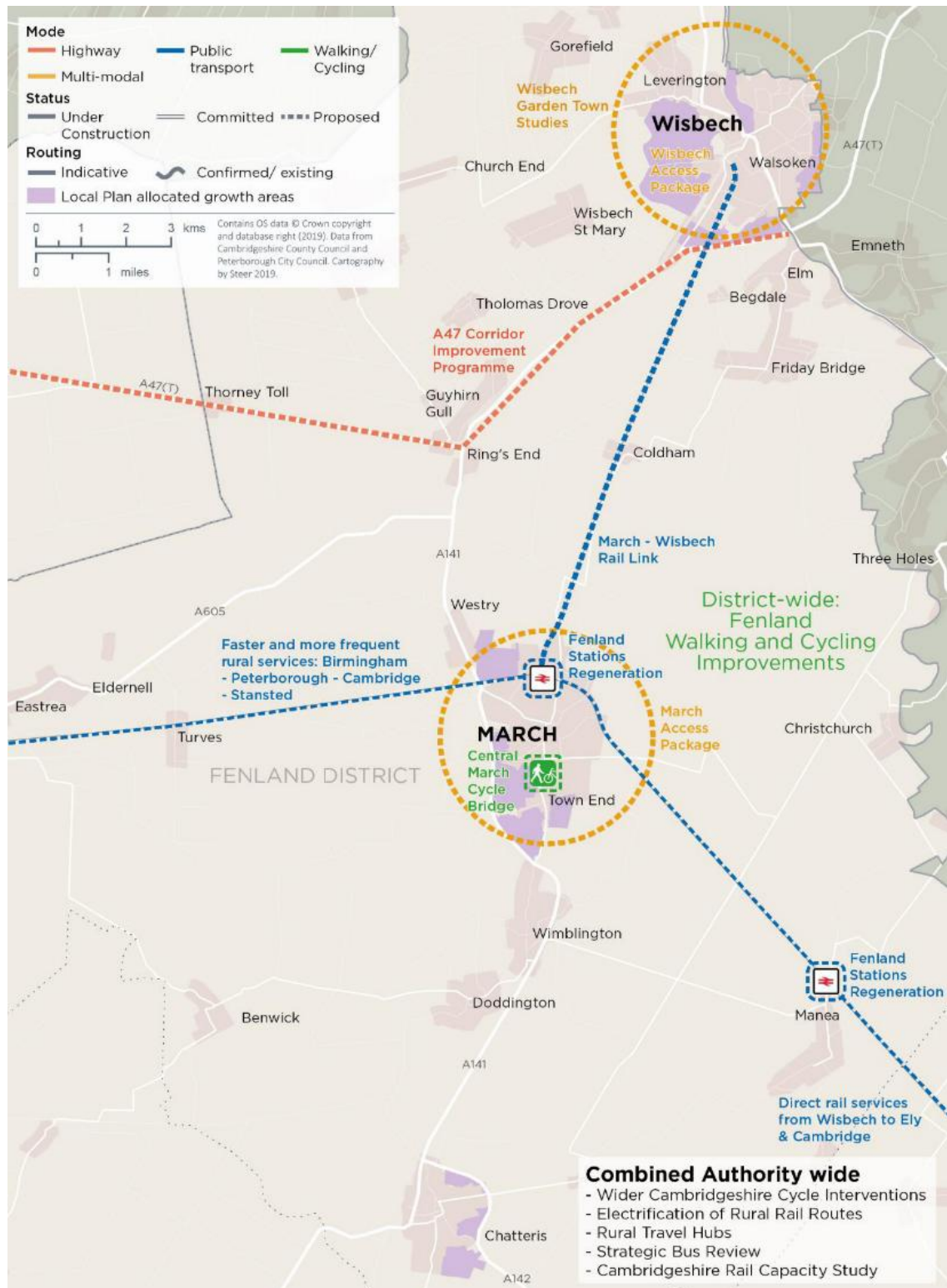
- 3.160 Since the adoption of the Cambridgeshire LTP3 in 2014, several significant improvements have been made to the Fenland transport network. The Combined Authority has recently allocated £10.5 million for a package of improvements to the road network in and around Wisbech to help stimulate housing and economic growth, in addition to the £1.5 million approved to fund a study into a potential future rail link between Wisbech and March. The Combined Authority have already committed £9 million of investment into March, Manea and Whittlesea railway stations to aid their regeneration: the first of these projects has been delivered in the form of 70 new solar-powered 'cats eyes' providing an illuminated walkway to Whittlesea railway station.
- 3.161 Infrastructure improvements are also being delivered to better connect Fenland to Peterborough, the nearest major urban centre. Removal of the level crossing at Kings' Dyke - long the cause for delays between Peterborough and Whittlesey - and replacement with a new road bridge, has recently been approved, supported by over £30 million of funding from the Combined Authority. The Hereward Community Rail Partnership, established in 2012, has continued to work to promote the rail service and local stations between Ely and

Peterborough, engage with train operating companies to improve services, and support station groups such as the Friends of March Station.

### **Our approach**

- 3.162 Improving accessibility to Fenland by both road and public transport is central to our strategy. Better links to Peterborough, Greater Cambridge and the rest of the country will help to make Fenland a more attractive place to live and work, encouraging investment and much-needed additional jobs, while creating new opportunities for residents to travel to employment, education or training elsewhere.
- 3.163 Construction to reopen the rail link to Wisbech will transform accessibility of the town by rail, with residents and businesses in Wisbech able to reach Cambridge in approximately 45 minutes, directly connecting them to opportunities within Greater Cambridge. It will also play a key role in supporting the ambition for Wisbech Garden Town.
- 3.164 Accompanied by the rail link is a package of improvements to the A47 between Peterborough, Wisbech and Kings' Lynn, including a much-needed upgrade to the Guyhirn Roundabout. In the longer-term, the Combined Authority will continue to explore the case to dual the route, further reducing journey times and improving safety and reliability along this key link for commuters and freight. Local junction improvements within Wisbech will also help to relieve congestion and provide additional highway capacity to support the town's growth.
- 3.165 Key to our strategy is developing a more integrated, seamless public transport network that provides a genuine alternative to the private car, and ensures access to opportunity for all. Our plans for the bus network include continued support for our key interurban routes between Wisbech and Whittlesey, March, Chatteris, Peterborough and King Lynn, working in partnership with operators to review levels of service at evenings and weekends, in line with the recommendations of the Strategic Bus Review. We will also continue to support the demand-responsive FACT network to provide vital links for rural hamlets and villages not directly served by the bus network, recognising the key role that such links play in connecting our communities.
- 3.166 We will also work to ensure that it is easier for passengers to make journeys involving a combination of bus, rail and/or demand-responsive services. New rural travel hubs will offer improved interchange between transport modes, acting as a gateway to our public transport network, combined with better integrated ticketing and timetabled connections. This will help ensure that our residents can travel easily to destinations without having to rely on a car, and will simultaneously reduce pressure on our highway network.
- 3.167 New, high-quality active travel infrastructure – focused around new development in Wisbech and along upgraded highway corridors – will help to make walking and cycling a safer, more attractive option for local journeys. Moreover, we will seek opportunities to improve interchange between public transport and active modes, particularly for short-distance journeys within and between Fenland market towns and villages.
- 3.168 More journeys on foot and by bike will help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality.
- 3.169 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.5.

Figure 3.5: Summary of key projects in Fenland



## **Strategic projects**

### *East / West Corridor*

- 3.170 The A47 is both a nationally and internationally strategic link. Internationally, it is part of the TEN-T Trans European Network Route, making it a part of the European Union's strategic transport network. Nationally, it is a key route into East Anglia, connects Norwich and Norfolk with the East Midlands and the A1, and carries a large amount of heavy goods traffic.
- 3.171 On a more local scale, the section of the A47 within the Combined Authority area provides direct access between Peterborough, Wisbech and Kings Lynn. Beyond these settlements, the area is lowly populated and is largely agricultural. Consequently, the A47 is a key commuter route for people travelling into and out of these settlements for employment.
- 3.172 The long-distance regional trips (and particularly heavy good vehicles) generate a consistent flow of traffic along the route, and when this is mixed with commuter traffic the local network comes under substantial strain and congestion is common, particularly on the approaches to key junctions such as the A47 / A141 Guyhirn Roundabout and the A47 / A1101 Elm High Road Roundabout. The high proportion of heavy goods vehicles travelling along the single carriageway section between Thorney and Wisbech often creates queues of platooning vehicles unable to safely overtake, which reduces journey time reliability and can lead to increased driver frustration and risk taking.
- 3.173 To address these issues, the Combined Authority is working in partnership with Highways England to assess the viability of the A47 dualling/capacity improvements proposal between the A16 Peterborough and Walton Highway.

### *Wisbech Rail*

- 3.174 Construction of a new link to Wisbech will transform accessibility to the town. Options for rail and other high order transit such as tram/Light Rail Transit and Bus Rapid Transit are being considered by the Combined Authority and Cambridgeshire County Council, working closely with Network Rail and Fenland District Council. Residents and businesses in Wisbech would benefit from being able to reach Cambridge directly, connecting them to the opportunities within Greater Cambridge, including well-paid, skilled roles in the knowledge economy, and education and training opportunities at The University of Cambridge, Anglia Ruskin University and Cambridge Regional College. It will also play a key role in supporting the ambition for Wisbech Garden Town, helping to secure the viability and delivery of additional development.

## **Local projects**











- 3.175 Plans to re-open the March to Wisbech rail line will be complemented by bus, walk and cycle, and road improvements in Wisbech to help realise the ambition and plans for a Garden Town. Funding has been secured from the Greater Cambridge Greater Peterborough Growth Deal to deliver this package over the next five years.
- 3.176 A package is also planned for enhancements to railway stations within Fenland at Manea, March, and Whittlesea. Short platform lengths currently prevent longer, higher capacity trains from calling at the stations, as well as reducing the frequency of trains able to stop. In addition to platform lengthening, we will fund station enhancements to improve the quality of station and waiting facilities, as well as improving access to, from and at the stations, following continued engagement with the Hereward Community Rail Partnership.

# 4 Our Policies

## Introduction

- 4.1 The policies set out the requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders.
- 4.2 They are designed to support the delivery of the transport schemes identified in this core document, and collectively, to ensure that we achieve our vision to deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all.
- 4.3 They are also designed to provide the principles which underpin decision-making, capital investment and revenue support in our transport network.
- 4.4 Each policy is associated either with a given objective, as set out in Chapter 1 of this document, or a given mode of transport. Policies are grouped into individual ‘policy themes’.
- 4.5 Figure 4.1 overleaf provides a summary of the relationship between objectives and policy themes containing our policies, as well as identifying policy themes for specific forms of transport, or “modes”, and transport infrastructure (e.g. parking). A summary of the policies then follows in Table 4.1.
- 4.6 Annex 1 of the Cambridgeshire and Peterborough Local Transport Plan contains our detailed policies for transport.

Figure 4.1: Policy themes by objective and transport mode policy themes

Economy				Society				Environment	
									
Housing	Employment	Business and tourism	Resilience	Safety	Accessibility	Health and wellbeing	Air quality	Environment	Climate change
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	Ensure transport initiatives improve air quality across the region to exceed good practice standards	Deliver a transport network that protects and enhances our natural, historic and built environments	Reduce emissions to deliver net zero carbon by 2050 to minimise the impact of transport and travel on climate change
Enabling development	Planning and designing developments sustainably	Accessing ports and airports	Building a resilient and adaptive transport network to climate change	Safety for all – a safe systems approach	Transport accessibility for all	Public rights of way and waterways	Improving air quality	Protecting our natural environment	Reducing the carbon emissions from travel
	Expanding labour markets	Supporting the local visitor economy	Maintaining and managing the transport network	Ensuring transport security	Transport pricing and affordability	Promoting and raising awareness of sustainable transport options		Enhancing our built environments and protecting our historic environments	
		Supporting business clusters			Access to education and key services	Supporting and promoting health and wellbeing			
		Freight			The future of mobility	Reducing noise pollution			
Modal policies									
Walking	Cycling	Delivering a seamless public transport system	Rural transport services	Improving public transport in our towns and cities	Travelling by coach	Travelling by train	The local road network	Parking	Making long distance journeys by car



**Table 4.1: Policy summaries**

Objective	Policy theme	Policy description	Policies
1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	1.1 Enabling development	The transport policy and types of infrastructure and services required to enable sustainable development	<ul style="list-style-type: none"> <li>• Deliver strategic transport and complementary connectivity infrastructure</li> <li>• Early engagement with developers</li> <li>• Secure developer contributions for strategic and local infrastructure.</li> </ul>
2: Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region’s prosperity	2.1 Planning and designing developments sustainably	Identifying how travel demand associated with development can be accommodated sustainably	<ul style="list-style-type: none"> <li>• Support the provision of sustainable connectivity to and within developments</li> <li>• Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development</li> <li>• The design of parking (also see Policy Theme 19)</li> </ul>
	2.2 Expanding labour markets	Enabling the transport network to increase the effective size of labour markets by reducing the burden on our transport networks during peak periods, reducing the need to travel and improving accessibility by public transport	<ul style="list-style-type: none"> <li>• Support measures to reduce peak demand on the highway network</li> <li>• Improve the accessibility and connectivity of our public transport links to expand our labour market catchments</li> <li>• Invest in our highway network to improve accessibility</li> </ul>

Objective	Policy theme	Policy description	Policies
3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	3.1 Accessing ports and airports	Providing access to ports and airports from across the Combined Authority and mitigating the impacts of traffic to/from these gateways, including traffic passing through the region	<ul style="list-style-type: none"> <li>• Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail</li> <li>• Support improved road and rail connectivity to nearby airports, in particular at Stansted</li> <li>• Support the region's visitor economy through efficient passenger connectivity at Harwich</li> <li>• Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority</li> </ul>
	3.2 Supporting the local visitor economy	Improving accessibility to the region via international gateways to ensure that the area remains favourable for tourism	<ul style="list-style-type: none"> <li>• Improving connectivity to international gateways and larger centres</li> <li>• Delivering an integrated transport network easily navigable for those visiting the region for the first time</li> <li>• Delivering sustainable transport connectivity to tourist destinations in rural areas</li> <li>• Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure</li> </ul>
	3.3 Supporting business clusters	Ensuring that businesses can trade effectively and facilitate linkages that support our varied and successful economy	<ul style="list-style-type: none"> <li>• Invest in our rail and highway networks to allow our firms and organisations and workers to trade and travel easily across the country and abroad</li> <li>• Improve local connectivity to bring firms and organisations in our towns and cities closer together</li> </ul>
	3.4 Freight	Supporting the sustainable and efficient movement of goods across the region	<ul style="list-style-type: none"> <li>• Promoting rail freight</li> <li>• Promoting and enforcing appropriate Heavy Commercial Vehicle routing</li> <li>• Promoting sustainable urban freight distribution</li> <li>• Improving road freight facilities</li> <li>• Supporting efficient air freight and the aviation sector</li> </ul>

Objective	Policy theme	Policy description	Policies
4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	4.1 Building a resilient and adaptive transport network to climate change	Developing a transport network that is resilient to extreme climatic events and is maintained accordingly	<ul style="list-style-type: none"> <li>Managing the risks to the transport network presented by climate change</li> <li>Sustainable road network maintenance</li> <li>Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change</li> </ul>
	4.2 Maintaining and managing the transport network	Focusing on highways including standardising maintenance standards and encouraging the use of sustainable materials in scheme construction	<ul style="list-style-type: none"> <li>Standardising highways and transport asset maintenance standards and performance indicators</li> <li>Supporting highway authorities in minimising the whole life costs of the highway</li> <li>Addressing the challenges of climate change and enhancing our communities and environment</li> </ul>
5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	5.1 Safety for all – a safe systems approach	Significantly improving the safety of the transport network – including monitoring and evaluation, education and adoption of a ‘safe system approach’	<ul style="list-style-type: none"> <li>A multi-agency approach to improving road safety</li> <li>Continuous and comprehensive monitoring and evaluation of key road safety indicators</li> <li>Support improvement in road user behaviour through education, training and publicity programmes</li> <li>Adoption of the Safe System Approach into the mainstream of highway engineering</li> </ul>
	5.2 Ensuring transport security	Addressing personal safety and security issues on the transport network and improving the security of transport hubs	<ul style="list-style-type: none"> <li>Addressing personal safety and security issues</li> <li>Improving the security of public transport stops, stations and hubs</li> </ul>

Objective	Policy theme	Policy description	Policies
6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	6.1 Transport accessibility for all	Facilitating access for all by improving infrastructure and the availability of information, and promoting demand-responsive transport services	<ul style="list-style-type: none"> <li>Supporting and promoting demand-responsive community transport services</li> <li>Facilitating access to education and wider mobility for vulnerable children</li> <li>Improving the accessibility of transport infrastructure</li> <li>Promoting the provision of accessible transport information</li> <li>Optimise the use of new technologies in improving accessibility</li> </ul>
	6.2 Transport pricing and affordability	Improving public transport to make it an affordable alternative to the car and increasing the affordability of travelling by bus and rail	<ul style="list-style-type: none"> <li>Improve our public transport to provide an affordable alternative to the car</li> <li>Increase the affordability of travelling by bus and rail</li> </ul>
	6.3 Access to education and key services	Improving access to education and key services to make the Combined Authority an inclusive community for all	<ul style="list-style-type: none"> <li>Access to education</li> <li>Access to non-emergency health and social care, and other key services and amenities</li> <li>Digital inclusion</li> </ul>
	6.4 The future of mobility	Focusing on supporting integration and roll-out of programmes which will enable the uptake and optimisation of new transport technologies across the region	<ul style="list-style-type: none"> <li>Promote and support research, innovation and engagement work undertaken by Smart Cambridge</li> <li>Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies</li> <li>Guiding the development of a regulatory framework under which new transport technology providers operate</li> </ul>

Objective	Policy theme	Policy description	Policies
7: Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	7.1 Public rights of way and waterways	Maintaining and enhancing the network of public rights of way and waterways in a consistent manner across the region	<ul style="list-style-type: none"> <li>Align policies for Public Rights of Way across Cambridgeshire and Peterborough</li> <li>Improve access to the green spaces for all</li> <li>Develop a network which is safe and encourages healthy activities</li> <li>Integrate new development into the Public Rights of Way network without damaging the countryside</li> <li>Make available high quality, definitive information, maps and records on the network</li> <li>Ensure the network is complete to meet the needs of today's users and land managers</li> <li>Support better land and waterway management</li> </ul>
	7.2 Promoting and raising awareness of sustainable transport options	Using education, training and information provision to promote sustainable transport options	<ul style="list-style-type: none"> <li>Support travel plan development and implementation of travel plan measures within workplaces so that healthy, safe, low carbon travel options for commuters are actively encouraged and supported</li> <li>Ensure the adoption and enforcement of local travel plan guidance, for new planning applications</li> <li>Promote existing and new walking and cycling routes to commuters and residents</li> <li>Continue to promote cycle training in schools and for adults</li> <li>Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised</li> </ul>
	7.3 Supporting and promoting health and wellbeing	Promoting health and wellbeing by increasing the amount of physical activity undertaken, reducing air pollution, improving the public and urban realm and increasing access to healthcare, leisure, employment and social activities	<ul style="list-style-type: none"> <li>Reducing physical inactivity through active travel infrastructure, education, training and promotion</li> <li>Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure</li> <li>Improving street scene / public realm to improve safety</li> <li>Increasing ability to access health and social care, and leisure facilities / amenities</li> <li>Increasing ability to access wider opportunities - employment, social activities</li> </ul>

Objective	Policy theme	Policy description	Policies
	7.4: Reducing noise pollution	Reducing noise pollution from roads, railways and airports within Cambridgeshire and Peterborough	<ul style="list-style-type: none"> <li>Monitoring and reducing noise pollution from the road network</li> <li>Monitoring and reducing noise pollution from airports</li> <li>Monitoring and reducing noise pollution from the railway network</li> <li>Monitoring and reducing noise pollution from construction</li> </ul>
8: Ensure transport initiatives improve air quality across the region to meet good practice standards	8.1 Improving air quality	Harnessing improvements to vehicle technology and disincentivising travel by high polluting modes to reduce vehicle emissions and improve public health	<ul style="list-style-type: none"> <li>Reducing vehicle emissions</li> <li>Keeping emissions low in the future</li> <li>Improving public health</li> </ul>
9: Deliver a transport network that protects and enhances our natural, historic and built environments	9.1 Protecting our natural environment	Ensuring that all transport initiatives and schemes improve rather than damage the natural environment, based on guidance from DEFRA (including biodiversity and environmental net gain principles), Environment Agency, and Natural England	<ul style="list-style-type: none"> <li>Protection and enhancement of the natural environment</li> <li>Improving sustainable access to the natural environment</li> <li>Delivering green infrastructure</li> </ul>
	9.2 Conserving and enhancing our built and historic environments	Ensuring that the built and historic environment is protected and enhanced in a consistent way across the Combined Authority area	<ul style="list-style-type: none"> <li>Work with our local highway and planning authority partners to enhance and protect our built and historic environment</li> </ul>

Objective	Policy theme	Policy description	Policies
10: Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change	10.1 Reducing the carbon emissions from travel	Reducing emissions by encouraging the uptake of new emissions-free technologies and encouraging sustainable alternatives to the private car	<ul style="list-style-type: none"> <li>Utilising new technologies as they become available to minimise the environmental impacts of transport</li> <li>Managing and reducing transport emissions</li> <li>Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel</li> </ul>
Modal policies	11: Walking	Increasing the number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities, towns and villages	<ul style="list-style-type: none"> <li>Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns</li> <li>Ensure that new developments provide a high-quality walking environment</li> </ul>
Modal policies	12: Cycling	Increasing the number of cycling trips through establishing safe and interconnected cycling links across the region's cities, towns and settlements – will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact	<ul style="list-style-type: none"> <li>Enhance and expand cycling infrastructure across Cambridgeshire and Peterborough, including connecting links to surrounding towns, villages and rural areas</li> <li>Provide secure, conveniently located cycle parking that meets demand</li> <li>Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and to key destinations</li> <li>Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors, including the uptake of new cycle technologies such as affordable e-bikes</li> <li>Embed cyclists needs in the design stage of new transport infrastructure</li> </ul>

Objective	Policy theme	Policy description	Policies
Modal policies	13: Delivering a seamless public transport system	Exploring new methods of ticketing, improving journey information, supporting the delivery of new and improved integrated transport hubs and supporting additional Park & Ride	<ul style="list-style-type: none"> <li>• Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators</li> <li>• Improve journey information to maximise the ease of travelling by public transport</li> <li>• Support the delivery of new and improved integrated, multi-modal transport hubs</li> <li>• Support additional Park &amp; Ride provision, in conjunction with Cambridgeshire Autonomous Metro, where fully integrated into local transport networks</li> </ul>
Modal policies	14: Rural transport services	Ensuring a comprehensive and integrated rural public transport system	<ul style="list-style-type: none"> <li>• Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders</li> <li>• Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network</li> <li>• Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network</li> </ul>
Modal policies	15: Improving public transport in our cities	Improving the coverage, frequency and reliability of all forms of public transport within cities to meet the expectations of residents, visitors and businesses	<ul style="list-style-type: none"> <li>• Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency</li> <li>• Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility</li> <li>• Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure</li> </ul>



Objective	Policy theme	Policy description	Policies
Modal policies	16: Travelling by coach	Providing sufficient space and infrastructure for picking-up and setting-down passengers and integrating coach services with wider public transport and highway networks	<ul style="list-style-type: none"> <li>• Providing sufficient space and appropriate infrastructure for coach services</li> <li>• Integrating coach services with wider public transport and highway networks</li> </ul>
Modal policies	17: Travelling by train	Improving key rail services, reducing pressure on the highway network and providing a better service for passengers	<ul style="list-style-type: none"> <li>• Support measures to deliver a more reliable, integrated, passenger-friendly rail network</li> <li>• Facilitate improvements to our rail stations to improve the experience of travelling by train</li> <li>• Explore options to expand the rail network to link to new settlements, corridors and growth areas</li> <li>• Support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity</li> </ul>
Modal policies	18: The local road network	Supporting Local Highway Authority partners in identifying a Key Road Network; promoting more efficient use of the existing network; and aligning approaches to highway management and maintenance	<ul style="list-style-type: none"> <li>• Identifying a Key Route Network</li> <li>• Promoting more efficient use of the existing road network</li> <li>• Aligning approaches to management and maintenance</li> </ul>
Modal policies	19: Parking	Managing the demand for parking through parking design, controlled provision, and enforcement	<ul style="list-style-type: none"> <li>• The design of parking</li> <li>• Managing parking demand</li> <li>• Parking technology and implications of disruptive technology</li> </ul>

Objective	Policy theme	Policy description	Policies
Modal policies	20: Making long-distance by car	Alleviating congestion, improving reliability and enhancing our region's accessibility by road	<ul style="list-style-type: none"> <li data-bbox="1240 252 1975 311">• Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility</li> <li data-bbox="1240 319 1951 378">• Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad</li> </ul>



# Appendices

# Appendix A: Glossary of terms

Term	Description
Active travel	Physically active modes such as cycling, walking, or horse riding. It also includes walking or cycling as part of a longer journey
AQAP	Air Quality Action Plan, developed when an area isn't meeting Defra's air quality objectives, and sets out a plan for better achieving these objectives.
AQMA	Air Quality Management Area. An area where it is unlikely that the national air quality objectives, as set by DEFRA, will be achieved.
BAME	Black, Asian and Minority Ethnic people and/or households
BRT	Bus Rapid Transit, a bus-based public transport system designed to improve capacity and reliability relative to a conventional bus system.
CAM	Cambridge Autonomous Metro, a high-capacity public transport system designed to deliver transformative improvements to connectivity in Cambridgeshire.
Car dependency	Reliance on cars to get around, whether through habit, because street environments have been planned around car use, or because walking, cycling and public transport alternatives are not available or appealing.
Car sharing	Cars that are not owned by the people who use them to travel. This includes car clubs, taxis and private hire vehicles.
Carbon footprint	The total greenhouse gas emissions caused directly and indirectly by an individual, organisation, event or product, expressed as a carbon dioxide equivalent.
CCG	Clinical Commissioning Group, responsible for implementing the commissioning roles as set out in the Health and Social Care Act 2012.
CIA	Community Impact Assessment. A tool used to ensure the policies, practices, projects and activities which shape the work of a council are ensuring equal access to all services.
C-ITS	Cooperative Intelligent Transport Systems, which will allow road users and traffic managers to share information and use it to coordinate their actions.
CMO	Chief Medical Officer. The UK government's principal medical adviser and the professional head of all directors of public health in local government.
CNFE	Cambridge Northern Fringe East. A significant new development planned on the fringes of Cambridge City.
Combined Authority	A Combined Authority is a legal structure that enables two or more local authorities to collaborate and make collective decisions across council boundaries.
Connected and Autonomous Vehicles (CAVs)	Vehicles, also referred to as driverless cars, which incorporate a range of technologies allowing them to communicate with and draw information from their environment to enable the safe, efficient movement of people and goods.
CPA	Cambridgeshire and Peterborough Combined Authority, established on the 3rd of March 2017 under devolution from central government.
CPIEC	Cambridgeshire and Peterborough Independent Economic Commission, a body that has been established to deliver the CPIER.

Term	Description
CPIER	The Cambridgeshire and Peterborough Independent Economic Review, published on the 14th of October 2018.
CPRSP	Cambridgeshire and Peterborough Road Safety Partnership, aiming to prevent all road deaths across Cambridgeshire and Peterborough.
DEFRA	Department for Environment, Food and Rural Affairs. The UK government department responsible for safeguarding the natural environment, supporting the food and farming industry, and sustaining a thriving rural economy.
DNO	Distribution Network Operator. A company licenced to distribute electricity in the UK.
DRT	Demand Responsive Transport, a form of transport where vehicles alter their routes based on particular transport demand rather than using a fixed route or timetable.
ECML	East Coast Main Line. Major railway line running largely along the East Coast from London to Edinburgh.
EHCP	Education, Health and Care Plan. A legal document which describes a child or young person's special educational needs, the support they need, and the outcomes they would like to achieve.
Electric vehicle	A vehicle that uses an electric motor for propulsion, comprising ones that run solely on batteries, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.
EqIA	Equality Impact Assessment, a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people.
FACT	Fenland Association for Community Transport. A not-for-profit organisation serving the Fenland Area of Cambridgeshire to people who have difficulties using conventional modes of transport.
GCP	Greater Cambridge Partnership, the local delivery body for a City Deal with central Government.
GINI	The most commonly used measurement of national inequality.
Greenhouse gas	A gas which absorbs solar radiation contributing to the greenhouse effect which leads to global warming and climate change.
GVA	The value of goods and services produced in an area, industry or sector of an economy.
HGV	Heavy Goods Vehicle. A large heavy vehicle generally used for transporting freight.
HIA	Health Impact Assessment, a series of procedures by which the impact of an intervention or policy may have on the health of a population is measured.
HRA	Habitats Regulation Assessment, which assesses whether plans will have the potential to cause an impact on protected areas.
Hub	A place of transport interchange providing easy access to the whole transport network with cycle parking, taxi call points and access to car club vehicles, drop off points and at larger locations park and ride facilities.
IER	Independent Economic Review
Killed or Seriously Injured	A standard metric used to measure levels of road safety.
LCWIP	Local Cycling and Walking Infrastructure Plan, a long-term approach to developing local cycling and walking networks over a ten-year period
Light rail	A form of urban rail transport which operates at a higher capacity to a tramway, often on an exclusive right of way, and serving parts of a large metropolitan area.
Local Authority	A local government organisation. In England there may be either one or two tiers of local government. A two-tier structure includes a County Council as the upper tier and a District

Term	Description
	Council as the lower tier. Local Authority responsibilities include strategic land use planning, and highways and transport.
Local Enterprise Partnership	Cooperation between a number of stakeholders including local authorities' business and education sectors with the joint aim of promoting economic growth in an area, focusing on housing, planning and transport.
Local Plan	A statutory planning document which sets out the vision and framework for future development within a Local Planning Authority area. It addresses housing, economy, community and infrastructure and is used as a tool to guide decisions about development proposals
LTP	Local Transport Plan. A statutory document which sets out the objectives and programme for improving the transport network.
MaaS	Mobility as a Service. A shift away from privately owned vehicles towards a model where different transport modes are consumed as an on-demand service through a single (online) platform. For example, the concept of paying for a weekly travel pass that includes bike hire, car hire, bus and train travel.
Mass transit	A form of public transport to satisfy higher potential trip demand, featuring limited stops, high capacity and attractive, reliable journey times. It is usually rail based, such as trams or light rail above ground, or underground trains.
MHCLG	Ministry of Housing, Communities and Local Government. Creates places to live and work, and to gives more power to local people to shape what happens in their area.
MITSS	Mayor's Interim Transport Strategy Statement. A summary of the Cambridgeshire and Peterborough Local Transport Plans, enacted whilst the Combined Authority's first Local Transport Plan is being developed.
MLEI	Mobilising Local Energy Investment. A project aiming to attract more energy investment and infrastructure delivery into Cambridgeshire.
Mode share	The relative use of each mode of transport.
Mode shift	A percentage change in the use of different transport modes. When one transport mode becomes more advantageous than another over the same route or market, a modal shift is likely to take place.
MRN	Major Road Network, a classification of Local Authority roads in England
NEPTS	Non-emergency patient transport services. A free transport service provided to patients who have a specific medical need and are attending healthcare services.
NHS	National Health Service
NHT	National Highways and Transport. The leading performance improvement organisation which provides a range of benchmarking services for the Highways and Transport sector.
NICE	National Institute for Clinical Excellence. Provides national guidance and advice to improve health and social care.
NOx	A generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO <sub>2</sub> ). NOx gases are produced during the combustion of hydrocarbon fuels in diesel and petrol-powered vehicles. In areas of high motor vehicle traffic, NOx can be a significant source of air pollution.
NSSF	Non-statutory spatial framework, which will act as a framework for future planning across Cambridgeshire and Peterborough
NSSP	Non-statutory spatial plan, which will act as a framework for future planning across Cambridgeshire and Peterborough
OECD	Organisation for Economic Cooperation and Development, a forum where the governments of democracies with market economies collaborate

Term	Description
Park and Ride	A system for reducing urban traffic congestion, in which drivers leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport.
PCC	Peterborough City Council
PHE	Public Health England. Responsible for protecting the nation's health and wellbeing, and reducing health inequalities.
PM	Particulate Matter. A complex mixture of small material and liquid droplets which have the potential to cause significant health issues.
Powered Two-Wheeler	A vehicle that runs on two wheels and uses a form of power other than human effort. Examples include motorbikes, mopeds and electric scooters.
PRM	Persons with Reduced Mobility
PSVAR	UK Public Service Vehicles Accessibility Requirements. Requires that new vehicles carrying 22 passengers or more have facilities such as low floor boarding devices, space for wheelchair users, highlighting of steps, handrails for visually impaired people and priority seating.
Public realm	Publicly accessible space between and within buildings, including streets, squares, forecourts, parks and open spaces.
RPI	Retail Prices Index, a measure of inflation published monthly by the Office for National Statistics
SEA	Strategic Environmental Assessment, a decision support process which ensures that environmental and sustainability aspects are considered effectively in policy, plan and program making.
SPD	Supplementary Planning Document, provides more detailed guidance about policies in the Local Plan
SRN	Strategic Road Network, motorways and the most significant trunk roads in end and, which are managed by Highways England
Sustainable transport	Forms of transport which have lower environmental impact than single occupancy car use. It includes walking, cycling, public transport, Park & Ride, and car-sharing.
TEN-T	Trans European Network (Transport). Aims to build a transport network that facilitates the flow of goods and people between EU countries.
TFL	Transport for London, the body in charge of delivering transport services in Greater London
TIP	Transport Investment Plan, sets out the transport infrastructure, services and initiatives that are required to support the growth of a region.
Trip	A one-way movement from one place to another to achieve a single main purpose. Trips may be further sub-divided into journey stages.
Ultra-Low Emission Vehicle	Vehicles that use low carbon technologies, fuelled by electricity or hydrogen, to reduce the amount of pollutants emitted. They commonly have rechargeable batteries which are used to store energy
Urban realm	The area between building alignments, including public spaces next to streets. Streets make up the greatest part of the urban realm in most cities.
Vision Zero	An approach to road danger reduction that works towards the elimination of road traffic deaths and serious injuries by reducing the dominance of motor vehicles.
WHO	World Health Organisation. Leads international health within the United Nations system.



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# Cambridgeshire and Peterborough Local Transport Plan: Delivery Plan

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- D Monitoring metrics**

# 1 Introduction

- 1.1 Our Delivery Plan sets out the projects that the Combined Authority – together with our partners – aims to deliver over the lifetime of the Local Transport Plan, and the mechanisms through which they will be delivered. Each project will contribute towards addressing our goals and objectives, helping to make our region a more successful, attractive, healthier, and greener place to live, work and visit.
- 1.2 This document outlines how the Cambridgeshire and Peterborough Local Transport Plan will be delivered. It summarises roles and responsibilities for delivering transport infrastructure and services; explains the governance arrangements to ensure that delivery of the Local Transport Plan is coordinated and controlled; outlines a high-level schedule for delivery of transport investment; indicates the sources of funding available to pay for the investment programme; and explains how the success of the Local Transport Plan will be monitored and, in time, evaluated.



## 2 Governance and Assurance

### Introduction

- 2.1 Delivery of the Local Transport Plan cannot be accomplished by the Cambridgeshire and Peterborough Combined Authority alone. Effective delivery will require a range of actors across both the public and private sectors, working in unison, towards the vision, goals and objectives described in the plan.
- 2.2 In order to ensure that they are all delivering mutually beneficial impacts, the Combined Authority will need to have clear oversight across the portfolio of schemes set out in this Delivery Plan. This does not, however, mean that the Combined Authority will be actively involved in the sponsorship, delivery or funding of all the schemes and initiatives needed to deliver our Growth Ambition.
- 2.3 Oversight of the Local Transport Plan will primarily be structured around, and informed by, the Monitoring and Evaluation Framework, which is described later in this chapter. This framework provides details of the metrics that will be monitored to provide empirical evidence of delivering the vision, goals and objectives of the Local Transport Plan. Many of these metrics, however, are only of use once individual schemes have been delivered and are beginning to deliver tangible improvements to residents and businesses located in, and visitors to, Cambridgeshire and Peterborough.
- 2.4 In the meantime, it is the responsibility of the Combined Authority Strategy and Assurance Director, supported by the Transport and Infrastructure Committee and, ultimately, the Combined Authority Board, to drive forward the programme of work needed to ensure that investment in our transport networks is delivered on-time, on-budget, and in-line with our vision for transport in Cambridgeshire and Peterborough.

### Scheme Assessment

#### Inclusion in the Local Transport Plan

- 2.5 The schemes included in the Local Transport Plan have been identified and selected from multiple sources: the priority schemes and studies of the Combined Authority; previous Local Transport Plans for Cambridgeshire and Peterborough (including associated documents such as CCCs Transport Investment Plan (TIP)); the work of the Greater Cambridge Partnership; discussions with transport and planning officers; and Local Plans. These schemes have been reviewed with officers at a local, regional and national level.
- 2.6 In line with good practice and the Combined Authority's Assurance Framework, an assessment framework (based on the Department for Transport's Early Assessment and Sifting Tool (EAST)) has been developed for the Local Transport Plan. This involves considering schemes against their potential contribution towards the strategic objectives for the Local Transport Plan, as well as consideration of their value for money, affordability, environmental impacts (including air quality) and engineering deliverability.

- 2.7 On the basis of this initial assessment, a balanced and integrated package of schemes has been brought forward for inclusion in the plan. This package is designed to address key issues and opportunities across multiple objectives and priorities, as well as delivering for the entirety of the Combined Authority region.
- 2.8 Further independent assessment of schemes and policies has taken place as part of the accompanying Strategic Environmental Assessment, Habitats Regulation Assessment, and Community Impact Assessment. These assessments are provided as annexes to the Local Transport Plan and provide additional detail regarding the environmental, social and distributional impacts of our proposals.
- 2.9 Notwithstanding the high-level scheme assessment and sifting undertaken to inform this Local Transport Plan, all individual schemes will be subject to further scrutiny as plans for their delivery are progressed. These include further value for money testing (through the business case development process) and environmental assessment (including air quality and noise assessments) where required.

#### **Decision-making process for scheme funding**

- 2.10 Each scheme must proceed through relevant due diligence processes. For example, those schemes contained within existing Local Plans will have been through Examination in Public. Most importantly, however, all schemes funded in part or in full by the Combined Authority must be developed in-line with the Combined Authority's Assurance Framework<sup>1</sup>. The Assurance Framework sets out, among other things, how all investments to be funded through the Combined Authority's Medium-Term Financial Plan (incorporating the Single Pot<sup>2</sup> and other income streams) will be appraised, prioritised, approved signed-off and delivered.
- 2.11 In particular, the Assurance Framework identifies the processes and procedures that are in place to ensure robust decision-making. These are designed to:
- achieve best value in the use of public money;
  - ensure an appropriate separation between project development and scrutiny/assurance;
  - appraise projects in a proportionate manner that is consistent with HM Treasury Green Book<sup>3</sup> principles;
  - ensure that outputs and outcomes are delivered in a timely and resilient fashion, in accordance with any conditions placed on each investment;
  - implement effective monitoring and evaluation; and
  - ensure that all necessary checks and balances are undertaken, including local government audit accounting and scrutiny requirements.

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<sup>1</sup> *Cambridgeshire and Peterborough Combined Authority Assurance Framework*, CPCA, September 2019

<sup>2</sup> The Combined Authority has responsibility for a 'Single Pot' of funding, including Gainshare (the annual funding awarded via the devolution deal), Housing Capital Grant, Local Growth Fund, Transforming Cities Fund and the Adult Education Budget.

<sup>3</sup> *The Green Book: appraisal and evaluation in central government*, HM Treasury, 2018

- 2.12 All transport schemes will need a detailed business case (or ‘investment case’) to be established prior to seeking powers and consents and, ultimately, funding from the Combined Authority. In line with our Assurance Framework, and HM Treasury Green Book guidance, each business case must set out the strategic, economic, financial, commercial, and management case for the intervention, proportionate to the scale of the project. In all cases, a successful business case will be a condition for the award of capital funding, with evidence of a strong rationale and justification for each intervention before it can proceed, aligned to the Goals and Objectives of the Local Transport Plan.

### Updating the Local Transport Plan

- 2.13 The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP) every five years and to keep it under review. Following an extensive consultation period, the Local Transport Act 2008 removed the requirement for plans to be renewed at least every five years, but that local transport authorities ‘must keep their local transport plan under review and alter it if they consider it appropriate to do so’ and ‘may replace their plan as they think fit’<sup>4</sup>.
- 2.14 In order to comply with the spirit of the legislation, and to ensure that it remains relevant, not only on the date of first publication but continues to reflect the realities of contemporary Cambridgeshire and Peterborough, this Local Transport Plan will be subject to rigorous review and challenge. To achieve this, we will:
- establish programme coordination and oversight arrangements that allow information regarding delivery of the Local Transport Plan to be shared, collated and disseminated as efficiently as possible;
  - present annual updates to the Transport Committee and Combined Authority Board regarding implementation of the Local Transport Plan, aligned with the Combined Authority’s Business Plan, comparing delivery against the programme set out in the following section;
  - review this Delivery Plan every year to ensure that it remains SMART (Specific, Measurable, Acceptable, Realistic and Time-bound). The findings of this review will be used to:
    - recommend any changes needed to ensure the Delivery Plan remains contemporary;
    - inform the Combined Authority’s annual Budget and Medium-Term Financial Plan development process;
    - consider whether there are any material changes in the policy, economic or social environment likely to warrant a full refresh of the Local Transport Plan;
    - present recommendations to the Combined Authority Board; and
    - publish a brief annual ‘progress report’ on the Combined Authority website.
  - assess, on an annual basis, whether the Local Transport Plan remains valid and fit-for-purpose.

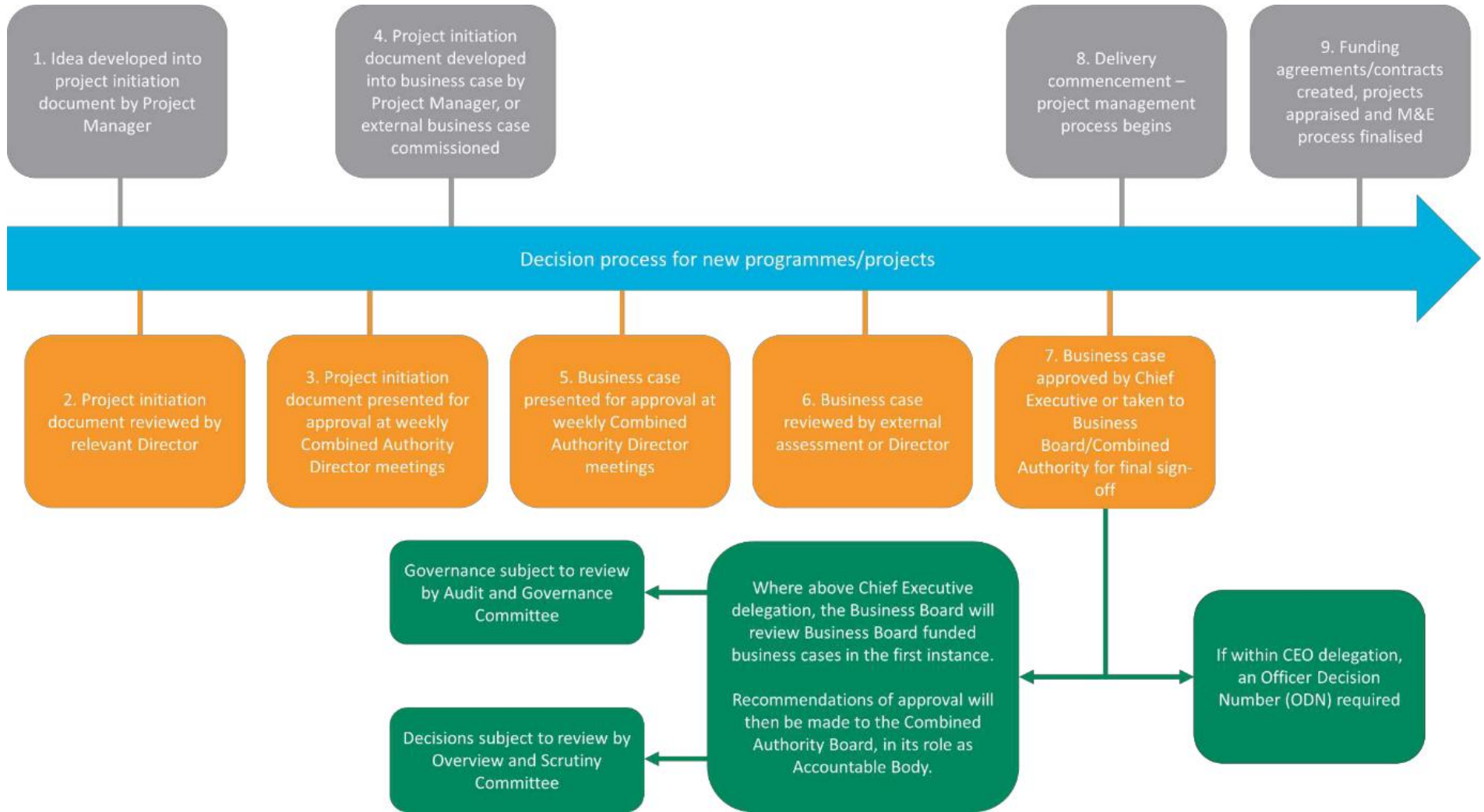
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<sup>4</sup> See section 109(2) of the Transport Act 2000, as amended

### **Scheme Development**

- 2.15 The Local Transport Plan currently includes a range of different transport investments, from projects already approved and being delivered, through to initial ideas and concepts that still need further study. A significant volume of work is, therefore, needed to develop, appraise and prioritise the transport interventions in this Delivery Plan, and to ensure that new ideas and alternative approaches, both big and small, can be accommodated within future amendments to the Local Transport Plan.
- 2.16 Any future work to develop and refine emerging investment priorities will be guided, at the highest level, by the vision, goals and objectives set out in the Local Transport Plan, and by the criteria established within the assessment framework used to determine the Local Transport Plan's wider programme of schemes (as discussed in paragraph 2.5). It will also be informed by the Combined Authority's Business Board, which operates as the Local Enterprise Partnership for Cambridgeshire and Peterborough.
- 2.17 Future iterations of the Delivery Plan, and the Local Transport Plan, will refine the programme of interventions. Some may have already been delivered, some may become priorities for delivery with greater clarity over funding and timescales, while others may prove to be unfeasible and will not be progressed any further. Additional interventions will also be considered for inclusion within the Local Transport Plan as part of its ongoing review.
- 2.18 While it is not expected that a scheme will have reached a mature stage of business case development for inclusion, all new programmes or projects will, in line with the Assurance Framework, require the scheme sponsor (or the Combined Authority) to complete a Project Initiation Document, to set out the expected costs, benefits and outcomes delivered by the project. Decisions to include additional schemes will be informed by the document and determined by the Transport Committee and Combined Authority Board in line with the ongoing review of the Plan. This process is illustrated in Figure 2.1 overleaf, sourced directly from the Assurance Framework.

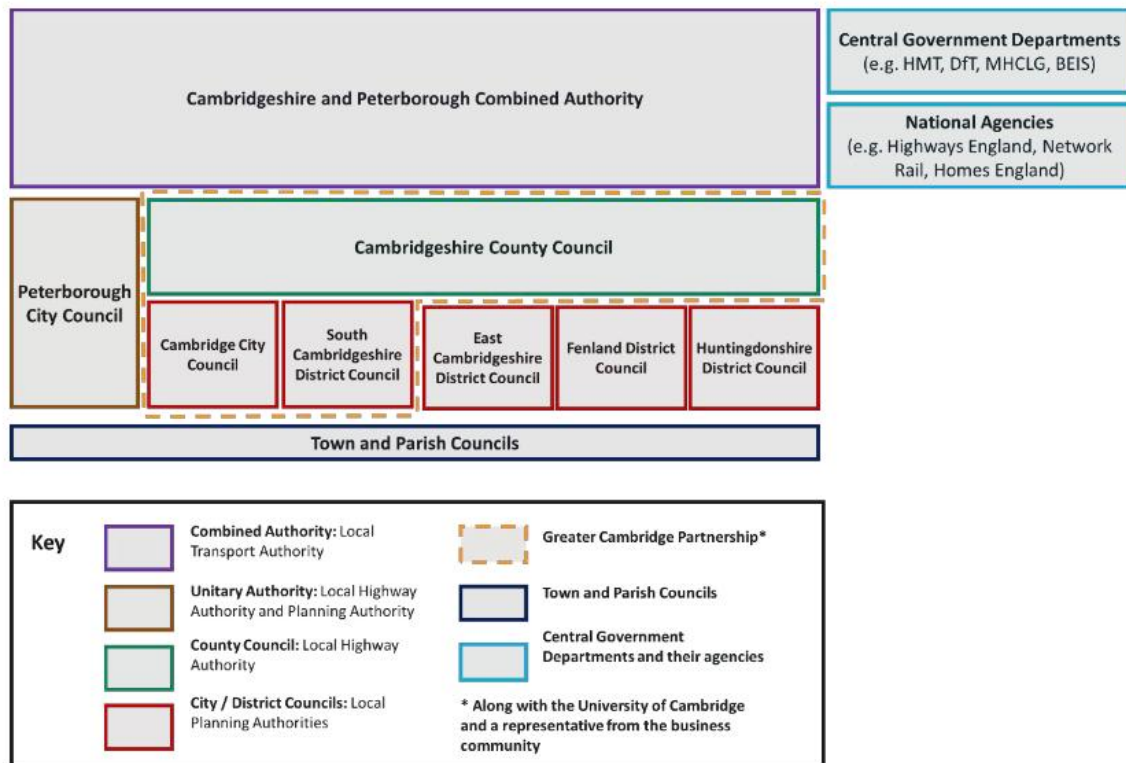
Figure 2.1: Cambridgeshire and Peterborough Combined Authority decision making process for new programmes/projects



## Roles and Responsibilities

- 2.19 Across Cambridgeshire and Peterborough multiple organisations have different responsibilities for spatial planning, provision of transport infrastructure and services, and economic development, all of which shape our communities and the way we travel. A summary of these organisations is provided in Figure 2.2. The remainder of this section provides a brief description of the roles and responsibilities of these organisations with respect to transport provision.

Figure 2.2: Political governance in Cambridgeshire and Peterborough



### Cambridgeshire and Peterborough Combined Authority

- 2.20 The Cambridgeshire and Peterborough Combined Authority was formed in March 2017, with its first democratically elected Mayor appointed in May 2017. The Combined Authority builds on the area's economic assets and its strategic connectivity, with devolved political, economic and planning powers, including for transport and housing. These powers are accompanied by Central Government investment fund of £600m over 30 years.
- 2.21 The powers and budgets were agreed as part of a Devolution Deal in March 2017, giving the Combined Authority responsibility for creating this statutory document, The Cambridgeshire and Peterborough Local Transport Plan. Aligned to the Local Transport Plan (LTP) is the requirement for the Combined Authority to develop a Non-Statutory Spatial Framework (NSSF). These plans have been developed in parallel with the Local Transport Plan to ensure as close fit as possible.
- 2.22 Local transport functions transferred to the Combined Authority from the Transport Act 1985, Transport Act 2000, and Local Transport Act 2008 include:
- the duty to produce a Local Transport Plan;
  - the ability to produce a Bus Strategy;

- rights to franchise local bus services within its area, subject to the completion of the process set out in the Bus Services Act 2017;
- powers to enter into quality bus partnerships and enhanced partnerships;
- responsibility for the provision of bus information and the production of a bus information strategy;
- the role of Travel Concession Authority;
- financial powers to enable the funding of community transport; and
- powers to support bus services.

2.23 The Combined Authority can, by agreement, further devolve responsibility for aspects of transport planning and project delivery to Cambridgeshire County Council and Peterborough City Council. In addition to the Devolution Deal, the Combined Authority has been granted the powers, responsibilities and budgets of the former Greater Cambridge Greater Peterborough Enterprise Partnership since April 2018. These were awarded through a *Growth Deal* with Central Government in July 2014. and are now overseen by The Business Board led by representatives from key business sectors, the public sector, and education community, reporting to the Combined Authority.

#### **Cambridgeshire County Council and Peterborough City Council**

2.24 The remaining elements of the Transport Act 1985 functions not transferred to the Combined Authority remain with Cambridgeshire County Council and Peterborough City Council.

2.25 Local highway functions, as per the Highways Act 1980, largely remain with Cambridgeshire County Council and Peterborough City Council. This includes responsibility for highway maintenance to ensure that rights-of-way are safe and usable, including during adverse weather conditions; maintaining records; and regulating the impacts of new residential, commercial and industrial development on highways.

2.26 As Local Education Authorities, both Cambridgeshire County Council and Peterborough City Council are responsible for Home to School Transport, Special Education Needs, and Adult and Social Care transport. Eligibility for such travel is outlined in local policy documentation and guidelines.

2.27 Peterborough City Council is a Unitary Authority, and as such is also the Local Planning Authority for Peterborough, responsible for exercising planning functions across Peterborough<sup>5</sup>. This includes developing the Local Plan for Peterborough in adherence to the Planning and Compulsory Purchase Act 2004 and the National Planning Policy Framework. Local Plans provide a spatial vision and a framework for the future development of the area, addressing needs and opportunities in relation to housing, the economy, community facilities and infrastructure – as well as a basis for safeguarding the environment, adapting to climate change and securing good design (e.g. setting parking standards in new developments). They are also a critical tool in guiding decisions about individual development proposals. Elsewhere in Cambridgeshire, these planning powers are held at a district council level by Cambridge City Council and South Cambridgeshire, East Cambridgeshire, Huntingdonshire and Fenland District Councils.

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<sup>5</sup> Unitary authorities are local authorities that are responsible for the provision of all local government services within a district. They are constituted under the Local Government Act 1992 to allow the existence of counties that do not have multiple districts.

- 2.28 In addition to developing the Local Plan, Peterborough City Council's other responsibilities as a Local Planning Authority that have bearing on transport and travel include determining planning applications, supporting development of Neighbourhood Plans and the provision of off-street parking.

#### **Local Planning Authorities**

- 2.29 Cambridgeshire is made up of five Local Planning Authorities: Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council and South Cambridgeshire District Council. All these Local Planning Authorities have the same powers and responsibilities for their respective areas as described for Peterborough City Council.

#### **Town and Parish Councils**

- 2.30 Town Councils and Parish Councils (and Ely City Council) have more specific responsibilities. They have a duty to provide allotments if demanded, and powers to provide and maintain a variety of local services including bridleways, burial grounds, bus shelters, car parks, commons and open spaces, community transport schemes, community safety and crime reduction measures, events and festivals, footpaths, leisure and sports facilities, litter bins, public toilets, planning, street cleaning and lighting, tourism activities, traffic calming measures, village greens and youth projects.

#### **Greater Cambridge Partnership**

- 2.31 The Greater Cambridge Partnership is the body that is responsible for delivering and administering the funding for the Greater Cambridge City Deal – a deal agreed with Central Government in June 2014 for bolstering economic growth. The City Deal devolves up to £500m of funding over 15 years from Central Government and up to another £500m from private investment for a long-term infrastructure investment fund. The City Deal devolved powers for the Greater Cambridge Partnership to be the joint decision-making body for delivery of the funding and the deal, working closely with communities, business, and industry leaders.
- 2.32 The Greater Cambridge Partnership comprises five partners: Cambridgeshire County Council, South Cambridgeshire District Council, Cambridge City Council, the University of Cambridge; and a representative from the business community, as marked with a dashed orange line in Figure 2.2.

#### **Central Government and National Bodies**

- 2.33 Central Government Departments set national policy and allocate budgets to projects and programmes, as well as devolving budgets and powers to local bodies. The main sources of transport and planning policy and funding are the Department for Transport (DfT) and the Ministry of Housing, Communities and Local Government (MHCLG).
- 2.34 National transport bodies also hold responsibilities for transport in the Cambridgeshire and Peterborough area. For example, Network Rail owns and is responsible for the majority of rail infrastructure in the UK, including railway tracks, signals, tunnels, bridges, and most stations. They also set the national rail timetable. Network Rail do not own or run passenger or freight trains or set ticket prices. This is the responsibility of train and freight operating companies. The East-West Rail Company, established by the government in 2017, is separately responsible for restoring the rail connection between Oxford and Milton Keynes and Cambridge.



- 2.35 Similarly, Highways England is responsible for operating, maintaining and improving the Strategic Highway Network (motorways and major A Roads in the UK), as well as undergoing consultation on formation of, and providing funding for, a Major Road Network which also comprises principal local roads.
- 2.36 An arms-length body of the Ministry of Housing, Communities and Local Government, Homes England brings together land, money, expertise and planning to fund new homes. It also invests in creating employment floorspace and community facilities. It is the regulator of social housing providers and works with partners to meet local priorities. Homes England consider transport connectivity in their spatial planning, for its potential to support and unlock new developments.

#### **Transport Operators**

- 2.37 The operation of most transport services is provided by private sector operators, such as train operating companies or bus companies. These companies operate on a commercial, for profit basis, and can be subsidised by different tiers of government.
- 2.38 Community transport is non-profit-making transport for individuals who do not have access to public transport, for example due to accessibility concerns. These services have Voluntary Management Committees made up of local residents and sometimes employ paid professional staff.

## 3 Delivery Programme

- 3.1 This delivery programme (2019 – 2025) describes what the Elected Mayor, Combined Authority, local authorities and delivery bodies collectively want to achieve in the next five years as the first steps towards delivering our vision for transport in Cambridgeshire and Peterborough. It sets out the practical actions planned to deliver the Cambridgeshire and Peterborough Local Transport Plan, achieve the mayor’s ambitions, and to provide a coordinated approach to transport investment. It has been developed in parallel with both the Spatial Framework (Non-Statutory) and Local Industrial Strategy which, in combination with the Local Transport Plan, represent the Combined Authority’s policy response to the Cambridgeshire and Peterborough Independent Economic Review and the mechanism through which the Growth Ambition will be realised.
- 3.2 The time horizon for this delivery programme covers the current (to 2021) and subsequent (2021 – 2025) mayoral terms. Beyond 2025 it is only possible, at this point in time, to provide a broad indication of when we might expect transport schemes to be delivered. Despite this, if our vision for transport in Cambridgeshire and Peterborough is to be delivered, a long-term investment plan is needed to secure the benefits described in the Combined Authority’s Growth Ambition Statement and the Combined Authority’s Business Plan (2019/20).
- 3.3 Appendices A and B provide overviews of CPCA-funded and non-CPCA funded schemes, alongside indicative timescales and funding sources. Indicative capital and operating cost ranges are provided and taken from publicly available sources or the application of professional judgement.
- 3.4 To establish the delivery programme beyond 2025 requires considerable further work. While there is a number of transport investments already underway or in advanced stages of development, for a number of our priority schemes there is still a great deal to do. In addition to capital expenditure on known interventions, this delivery programme identifies studies and concepts that need to be developed further before they can be implemented in support of our vision for transport.
- 3.5 To secure economic growth and prosperity there are, therefore, some interventions in our programme that are so significant they require development work to start immediately if they are to make a meaningful contribution to meeting the Combined Authority’s Growth Ambition by 2050 e.g. delivering the Cambridgeshire Autonomous Metro network.

## 4 Scheme Funding

### Introduction

- 4.1 The Combined Authority and its partners have several mechanisms through which transport projects can be funded. Many of our projects, particularly those to be delivered before 2025, already have some degree of funding identified. Details of those schemes that have a funding commitment either in full or in part from the Combined Authority are provided within the annual *Budget and Medium-Term Financial Plan*<sup>6</sup>.
- 4.2 As set out in the Governance and Assurance section above, this Delivery Plan will be reviewed on an annual basis, the findings of which will be used to inform the medium-term financial planning process for the subsequent financial year. As part of this process, the emerging cost requirements for individual schemes as they progress through the project development lifecycle will be considered and balanced against the need for and availability of Combined Authority funding. In light of this review and, where necessary, the Delivery Plan will be updated to reflect changes to the status, timing, cost and funding requirements of the portfolio of schemes needed to deliver the Local Transport Plan.
- 4.3 While funding sources for longer-term schemes are, by their nature, uncertain and, to some extent, unknown, it is possible to identify a range of indicative and potential funding sources that could be used to pay for delivery of the Local Transport Plan schemes. Where there are changes to the sources of funding available, for example the introduction of a new competitive funding pot by Central Government such as the Transforming Cities Fund, these will be reflected within the annual Delivery Plan review.
- 4.4 The remainder of this section sets out, in broad terms, the range of funding sources currently available and identifies which of these could potentially be used to pay for individual interventions identified within the Local Transport Plan.

### Current Funding Sources

- 4.5 The Combined Authority and our partners are already successfully bringing forward a number of major projects over the next six years (to 2025), including a new bridge at Kings' Dyke, better rail services through upgrading the rail junctions at Ely, and the *Greenways* network of new walking and cycling routes. These schemes are typically funded through six main sources:

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<sup>6</sup> The Combined Authority is required to set its annual budget by 31st January each year. Good practice suggests this should be done in the context of a 3 to 5 year projected financial plan in terms of both revenue and capital expenditure.

## **Devolution Deal**

- 4.6 Along with the Transforming Cities Fund (see paragraph 4.8), the Cambridgeshire and Peterborough 'Devolution Deal' - between the Combined Authority and Central Government - provides the main source of direct funding for our transport programme. Announced in 2017, it gives Cambridgeshire and Peterborough new powers over transport, planning and skills, together with a £600m investment fund over 30 years to improve our infrastructure and support the region's growth.
- 4.7 This funding, equivalent to £20m a year, is allocated as a 'Single Investment Pot'. The Combined Authority has flexibility in how this funding is spent and can select the projects which best support its objectives. This funding is currently being prioritised to develop and deliver our most strategically important projects. The pot is currently split 40% revenue / 60% capital and is subject to 5-year gateway reviews to evaluate whether spend has contributed to national growth.
- 4.8 The Single Investment Pot is supplemented by funding from Central Governments' Transforming Cities Fund designed to cut congestion and support 'innovative' transport projects. The Combined Authority has been awarded £74m to support projects to 2021/22 and a further £21m to 2022/23.

### **'Passported' funding**

- 4.9 In addition to funding from the 'Devolution Deal', the Combined Authority (as the region's statutory transport authority) is awarded funding for highway maintenance and smaller capital projects (typically up to £5m) annually from the Department for Transport. These are 'passported' to Cambridgeshire County Council and Peterborough City Council to fund local transport improvements, such as improvements to the A47 Junction 18, A1139 Fletton Parkway Junction 3, and local walking and cycling links in Cambridgeshire.
- 4.10 Highway maintenance funding is passported based on a formula, and funding for smaller schemes based on a scheme prioritisation process, aligned to the scheme assessment framework used to inform the Local Transport Plan.

### **Local Growth Fund**

- 4.11 The Greater Cambridge Greater Peterborough Local Enterprise Partnership (now the Cambridgeshire and Peterborough Combined Authority Business Board) secured £71.1m of funding from Central Government to support economic growth from 2015 to 2021, designed specifically to:
- drive innovation and supporting business growth;
  - improve transport connectivity to enable business and housing growth; and
  - grow the skills base to support expanding sectors.
- 4.12 This funding has already supported delivery of the Ely Southern Bypass, improvements to Bourges Boulevard and the A147 Junction 20 in Peterborough. The Local Growth Fund will also make a significant contribution to the new bridge at Kings Dyke, replacing the existing level crossing. It is time-limited and awarded to support the delivery of specific capital projects pre-2021. Following the establishment of the Business Board, the Combined Authority is now directly responsible for allocation of this funding.

### Greater Cambridge City Deal

- 4.13 The Greater Cambridge Partnership is responsible for the allocation of up to £1 billion of funding to support the delivery of approximately 35,000 homes and 45,000 jobs within Cambridge and South Cambridgeshire by 2031. This will support the delivery of a series of improvements to local public transport and walking and cycling within and around Cambridge, including the Cambourne – Cambridge and A1307 segregated public transport corridors; new travel hubs across Greater Cambridge; the Chisholm Trail; and a further twelve, segregated, active travel corridors.
- 4.14 While the Greater Cambridge Partnership is responsible for allocating this funding, the Combined Authority is working closely with the partnership to ensure that the funding and projects maximise the benefits for the wider region.

### Transport Levy

- 4.15 Cambridgeshire County Council (CCC) and Peterborough City Council (PCC) remain the local highway authorities for existing roads. The Transport Levying Bodies (Amendment) Regulations 2018 came into force on the 1st October 2018 and enables the Combined Authority to levy CCC and PCC for the cost of delivering the transport functions. Whilst it is understood and accepted that the Transport Levy needs to be set this year, the most effective way to operate in 2019/20 will be to base it on existing budgets and minimise the impact of the change while options for the future are considered.
- 4.16 For 2019/20 the operation of these services will continue to be delivered through the existing arrangements with CCC and PCC and the levy charged will be equal to the 2019/20 budgeted cost of delivering these services – formally agreed to be £8.738m for Cambridgeshire County Council and £3.631m for Peterborough City Council. For 2019/20 only, funds will be passported directly back to CCC and PCC in order to continue to deliver the existing provision of services<sup>7</sup>.

### Other Local Authority's capital expenditure

- 4.17 Local Authorities also have their own funding sources available, including from Council Tax receipts and parking revenue. Schemes can be brought forward by those authorities, working with and consented by the relevant partners, and in engagement with local communities. Typically for smaller schemes, these could be for walking and cycling links within and between communities or to connect to other infrastructure, to subsidise and maintain local services and infrastructure, or for access works for new development.
- 4.18 Another source of funding for Local Authorities is **Developer Contributions (typically through Section 106 agreements)**. Developer Contributions refer to funding secured locally from new development to fund local improvements and help mitigate any negative impacts from development. These contributions can and will be used to fund the sorts of interventions listed above, as well as contributing to major infrastructure.

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<sup>7</sup> Source: Cambridgeshire and Peterborough Combined Authority Budget Consultation 2019/20. Retrieved online December 2019: <https://cambridgeshirepeterborough-ca.gov.uk/assets/Uploads/CPCA-Budget-Consultation-2019-20-.pdf>

### Other funding sources

- 4.19 There are also a number of specific funding sources that could support delivery of the Cambridgeshire Autonomous Metro (CAM) network and were previously set out in the CAM Strategic Outline Business Case. These include:
- **Private business contributions**, reflecting how CAM could deliver significant financial benefits to specific landowners or businesses, with these landowners or businesses making a specific additional funding contribution to the project over and above that normally secured through developer contributions. An example is the funding from Heathrow Airport and Canary Wharf Group towards London’s Crossrail project.
  - Other funding sources, including the Government’s **National Productivity Investment Fund**, a potential Cambridgeshire and Peterborough **Mayoral Community Infrastructure Levy, Business Rate Supplement / Retention** measures, **Land Value Capture** and **farebox surpluses** may also be available.

### Additional Funding Sources

- 4.20 Beyond those sources of funding currently being used or planned/considered to deliver transport improvements in Cambridgeshire and Peterborough, there are a range of other funding opportunities that can be used to support delivery of the Local Transport Plan. In the longer-term, the Combined Authority is working to deliver a series of transformational projects designed to support the region’s growth and prosperity for generations to come, including the Cambridgeshire Autonomous Metro, the A47 investment programme, and the March to Wisbech Rail Link.
- 4.21 These projects, among others, are complex and work is currently underway with our partners to identify the preferred funding packages. This is expected to include funding from a range of sources additional to those above, from both national and local government, and from the private sector.

### Rail industry funding

- 4.22 Dedicated funding is also available for investment in the rail network, with the Government allocating £47.6 billion of funding for Control Period 6 (2019 to 2024). Schemes to be funded through this allocation are determined in partnership between the Department for Transport and the rail industry, in line with the Department for Transport’s High-Level Output Specification (HLOS). This is designed to support renewals and upgrades to the railway, with specific funding allocations also available for specific categories of project (such as the New Stations Fund).
- 4.23 Funding has already been committed for the Ely Area Capacity Enhancements (EACE) and upgrades to the East Coast Main Line, to be delivered pre-2025. We are also working with the rail industry to secure funding within Control Period 6 for Cambridge South Station and within Control Period 7 (2024-29) to further investment in the railway, including track doubling to Newmarket, four tracking between Cambridge and Cambridge South, and the March to Wisbech Rail Link.

### Road Investment Strategy 2

- 4.24 Road Investment Strategy funding is allocated by the Department for Transport (DfT) for investment in the Strategic Highway Network (SRN), managed by Highways England, between 2020 and 2025. It is intended to help deliver a safer, greener, more reliable and integrated highway network that supports the economy and takes advantage of new vehicle and

infrastructure technologies. We are currently working with Highways England to secure Road Investment Strategy 2 (RIS2) funding for the dualling of the A428 between Black Cat and Caxton Gibbet, and improvements to the A47 and A1 corridors.

#### **Major Road Network investment funding**

- 4.25 The Major Road Network (MRN) pot is a new funding programme, allocated by DfT, for investment in the Major Road Network, the network of roads of strategic regional and national importance but which are managed locally by highway authorities. Designed to support the objectives within the Government's Transport Investment Strategy, it will provide funding for new bypasses, 'missing links' and road widening, with a typical DfT funding contribution of between £20m and £50m. In general, local or third-party contributions should be at least 15% of total scheme costs. We have submitted two bids to the fund: one for £24m for the A1139 junction in Peterborough to support the development of the new University of Peterborough on the Embankment site, and another for £37m for local junction improvements to the A10 (including at Milton Interchange).

#### **Large Local Majors funding**

- 4.26 Large Local Majors funding is allocated by the DfT for large-scale investment (> £50 million) in local transport authority schemes (predominately but not exclusively in the Major Road Network) that could not be funded through other local means, such as the 'Devo Deal'. As with MRN schemes, as a general guideline LLM schemes should aim for local or third-party contributions to be at least 15% of the total scheme costs. Through the region's sub-national transport body, England's Economic Heartland, we have submitted a bid to the fund for £264m for dualling of the A10 between Cambridge and Ely, and future funding bids are intended for significant investment in Peterborough's Parkway network (e.g. A1260 Nene Parkway Junction 32/33).

#### **Housing Infrastructure Funding**

- 4.27 The allocation of Housing Infrastructure Fund (HIF) grant funding is administered by the Ministry of Housing, Communities and Local Government to provide large-scale funding for capital infrastructure that supports the delivery of housing that would not otherwise be delivered e.g. junction capacity enhancements and access facilities. It represents a potential funding source for large transport schemes specifically designed to support additional housing.

## Combined Authority Funding

4.28 Table 4.1 provides an extract from the CPCA 2020/21 Budget and Medium-Term Financial Plan 2020 to 2024, summarising the Combined Authority's committed capital expenditure programme. It includes information on:

- capital projects which, subject to the necessary approvals, funding and business cases, the Combined Authority anticipates bringing forward in the period to March 2024; and
- 'passported' funding, used to fund the delivery of local enhancements through Cambridgeshire County Council and Peterborough City Council.

**Table 4.1: CPCA Transport Capital Programme**

Scheme (£m)	2020-21	2021-22	2022-23	2023-24
<b>Capital Budget</b>				
Peterborough University Business Case				
<i>Approved project costs</i>	11.15	-	-	-
Market Town Master Plan Pump Priming				
<i>Subject to approval</i>	3.50	1.00	-	-
A10 Dualling				
<i>Approved project costs</i>	0.25	-	-	-
A47 Dualling				
<i>Subject to approval</i>	0.22	0.22	0.58	0.72
King's Dyke (CPCA contribution)				
<i>Approved project costs</i>	5.92	9.09	-	-
Cambridge South Station				
<i>Subject to approval</i>	0.75	7.00	8.00	-
Regeneration of Fenland railway stations				
<i>Approved project costs</i>	1.50	-	-	-
<i>Subject to approval</i>	0.87	5.56	-	-
Soham Station				
<i>Approved project costs</i>	6.00	13.10	0.90	-
Wisbech Rail				
<i>Subject to approval</i>	0.99	2.00	3.00	5.00
A16 Norwood Dualling				
<i>Subject to approval</i>	0.40	0.73	12.0	-
A141 Capacity Enhancements				
<i>Subject to approval</i>	0.50	1.00	-	-
A605 Oundle Rd Widening				
<i>Subject to approval</i>	0.80	-	-	-
A1260 Nene Parkway Junction 15				
<i>Subject to approval</i>	0.22	8.00	-	-
A1260 Nene Parkway Junction 32-33				
<i>Subject to approval</i>	4.53	3.50	-	-
Coldhams Lane Roundabout Improvements				



Scheme (£m)	2020-21	2021-22	2022-23	2023-24
<b>Capital Budget</b>				
<i>Subject to approval</i>	0.70	1.50	-	-
Digital Connectivity Infrastructure Programme				
<i>Subject to approval</i>	2.68	1.87	-	-
Ely Area Capacity Enhancements				
<i>Subject to approval</i>	4.14	-	-	-
Fengate Access Study Phase 1				
<i>Subject to approval</i>	1.00	4.89	-	-
Fengate Access Study Phase 2				
<i>Approved project costs</i>	0.10	-	-	-
<i>Subject to approval</i>	0.12	0.70	1.28	-
M11 Junction 8				
<i>Subject to approval</i>	1.00	-	-	-
March Junction Improvements				
<i>Approved project costs</i>	0.11	-	-	-
<i>Subject to approval</i>	3.20	1.55	-	-
St Neots Masterplan Capital (including St Neots River Crossing [cycling bridge])				
<i>Subject to approval</i>	3.20	-	-	-
Wisbech Access Strategy				
<i>Approved project costs</i>	9.50	-	-	-
<i>Subject to approval</i>	0.93	3.00	-	-
Wisbech Garden Town				
<i>Approved project costs</i>	0.75	0.75	-	-
<b>Sub-totals</b>	<b>64.93</b>	<b>64.71</b>	<b>25.76</b>	<b>5.72</b>
<i>Approved project costs</i>	35.18	22.19	0.90	-
<i>Subject to approval</i>	29.75	42.52	24.86	5.72
<b>Passported funding</b>				
LTP Schemes with PCC and CCC				
<i>Approved project costs</i>	23.08	23.08	-	-
<b>Total</b>	<b>88.01</b>	<b>87.79</b>	<b>25.76</b>	<b>5.72</b>
<i>Approved project costs</i>	58.26	45.27	0.90	-
<i>Subject to approval</i>	29.75	42.52	24.86	5.72

4.29 In addition, the Combined Authority provides revenue funding, to support the operation of existing transport services within Cambridgeshire and Peterborough, and to undertake business case and option development for typically larger transport projects. These revenue allocations, sourced from the CPCA's 2020/21 Budget and Medium-Term Financial Plan 2020 to 2024, are outlined in Table 4.2.

**Table 4.2: CPCA Transport Revenue Funding (Delivery and Strategy)**

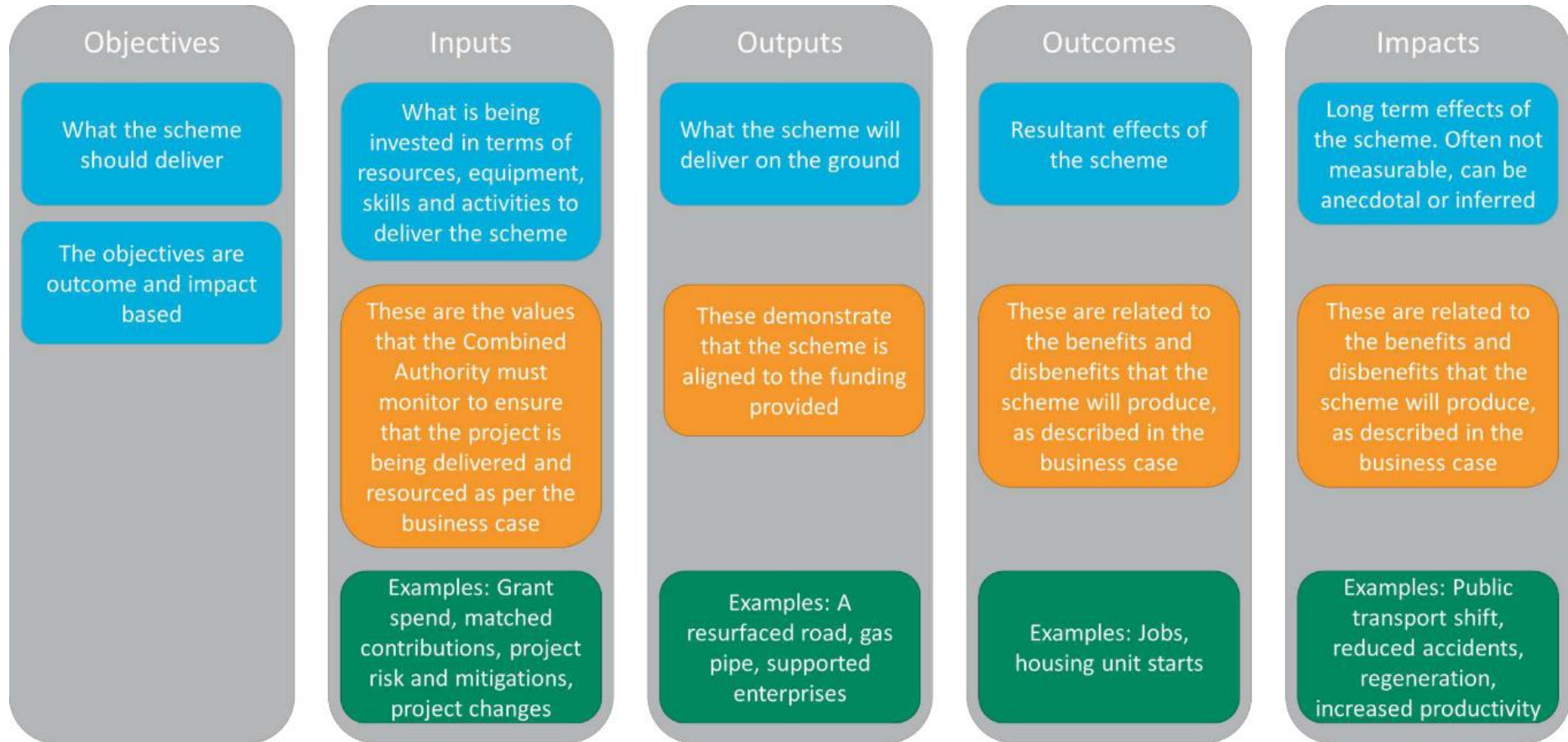
<b>Scheme (£m)</b>	<b>2020-21</b>	<b>2021-22</b>	<b>2022-23</b>	<b>2023-24</b>
<b>Revenue Budget</b>				
Bus Review Implementation				
<i>Subject to approval</i>	1.20	-	-	-
Cambridgeshire Autonomous Metro				
<i>Approved project costs</i>	0.97	-	-	-
Cambridge South Station				
<i>Subject to approval</i>	1.50	-	-	-
Huntingdon 3 <sup>rd</sup> River Crossing				
<i>Approved project costs</i>	0.10	-	-	-
Schemes and Studies				
<i>Subject to approval</i>	0.10	-	-	-
Sustainable Travel				
<i>Subject to approval</i>	0.15	-	-	-
Transport Levy CCC				
<i>Approved project costs</i>	8.91	9.09	9.27	9.46
Transport Levy PCC				
<i>Approved project costs</i>	3.70	3.78	3.85	3.93
<b>Total Transport Revenue (Delivery and Strategy)</b>	<b>16.63</b>	<b>12.87</b>	<b>13.12</b>	<b>13.39</b>
<i>Approved project costs</i>	13.68	12.87	13.12	13.39
<i>Subject to approval</i>	2.95	-	-	-

## 5 Monitoring and Evaluation Plan

### Context

- 5.1 This Monitoring and Evaluation Plan has been developed to align with the Cambridgeshire and Peterborough Devolution Deal Monitoring and Evaluation Framework. This framework sets out both the commitment and approach to monitoring and evaluation by CPCA. It provides detailed guidance about how to monitor and evaluate individual schemes, including their socio-economic impacts, much of which is applicable to this Local Transport Plan.
- 5.2 For individual schemes, the CPCA Monitoring and Evaluation Framework sets out specific guidance for how the Combined Authority's 'Priority Schemes' will be monitored. Nine of these schemes are transport schemes, all of which will be monitored in-line with the methods outlined by the Monitoring and Evaluation Framework. These requirements are detailed in Appendix C.
- 5.3 The Combined Authority Monitoring and Evaluation Framework also outlines how other projects and schemes will be monitored and evaluated, describing how monitoring metrics should be chosen and how targets for these metrics should be set. Details of this advice are set out in Appendix D. The framework we have established for monitoring and evaluating the Local Transport Plan closely follows this guidance, and a logic diagram showing how objectives are linked with inputs, outputs, outcomes and impacts is shown overleaf in Figure 5.1.
- 5.4 The Combined Authority Monitoring and Evaluation Framework provides guidance about how to monitor the wider impacts of a collective of schemes through the use of 'Key Performance Indicators'. Given its breadth, and its coverage of schemes, initiatives and policies, monitoring of the Local Transport Plan will need to take a slightly different form than that recommended in the Combined Authority Framework.
- 5.5 The approach to monitoring and evaluation outlined below, and the indicators that have been selected, have been determined to ensure good alignment with the Combined Authority Monitoring and Evaluation Framework, yet also fulfil the specific requirements of this Local Transport Plan.

Figure 5.1: Monitoring and evaluation logic diagram



## Introduction

- 5.6 Monitoring the effectiveness of the Local Transport Plan is essential to understand where and why policies and schemes have been successful or otherwise, to ensure that lessons learned are fed back into future scheme and policy development and delivery, and to act as an early-warning system where outputs, outcomes and impacts are not as anticipated. A robust framework of indicators and targets is therefore required to check progress towards delivering the Local Transport Plan and realising its vision.
- 5.7 As this Delivery Plan becomes a reality, we will need to assess whether the schemes and policies identified are ultimately helping to deliver our Growth Ambition. In order to do this, we will measure performance through a series of key performance indicators (KPIs). These represent progress towards achieving the objectives, goals and vision for the Local Transport Plan.
- 5.8 The indicators detailed in the remainder of this section have been chosen because they align closely with the vision, goals and objectives which are outlined in the Local Transport Plan. By collecting, reviewing and reporting these indicators to the Combined Authority Board on an annual basis, we can monitor the success of the Local Transport Plan and understand if and where modifications may be needed. The intention is to have made material progress towards the targets associated with each indicator by 2025 in the first instance.
- 5.9 In addition to regular monitoring, the database of indicators will be used to inform a programme-level evaluation that will be carried out four years post-adoption, and which will be used to inform the next iteration of the Local Transport Plan. Moreover, monitoring metrics will be made available to delivery partners to examine, where suitable, the performance of individual schemes.
- 5.10 As far as possible, monitoring indicators have been identified and sourced from administrative datasets which offer detail specific to the Combined Authority or its constituent geographies. By making use of existing datasets, the cost of collecting and collating monitoring data is minimised and can be absorbed within the ongoing operating costs of the Combined Authority.
- 5.11 The tables which follow (Table 5.1, Table 5.2 and Table 5.3) summarise the indicators that will be used to monitor delivery of the Local Transport Plan. Each table refers to a different goal (grouped under economy, society and environment) and the indicators are grouped thematically under the objectives to which they refer.

**Table 5.1: Monitoring Framework – Economic Indicators**

Objective	Indicator	Target	Data Owner	Frequency of Collection				Type of Indicator <i>Output (P) Outcome (C) Impact (I)</i>	Geography
				Daily	Monthly	Quarterly	Annually		
Housing	Number of new homes started within 400m of a public transport node	Higher development density in vicinity of transport nodes	Local Authority/National Dataset		✓			C	Combined Authority
	Number of new homes started within 800m of a public transport node	Higher development density in vicinity of transport nodes	Local Authority/National Dataset		✓			C	Combined Authority
	Number of new homes started within 1500m of a public transport node	Higher development density in vicinity of transport nodes	Local Authority/National Dataset		✓			C	Combined Authority
	Affordability ratio of housing for median quartile	Increase in affordability	Office for National Statistics				✓	I	Local Authority
	Affordability ratio of housing for lower quartile	Increase in affordability	Office for National Statistics				✓	I	Local Authority
	Traffic flows at key cordon points	Percentage growth rate in traffic flows is below population growth rate	Department for Transport			✓		C	Corridor
Employment	Percentage of population within 30 minutes of a major employment site by public transport and/or walking	Increase in percentage	Department for Transport				✓	C	County
	Percentage of population within 30 minutes of a major employment site by cycle	Increase in percentage	Department for Transport				✓	C	County
	Percentage of population within 30 minutes of a major employment site by car	Increase in percentage	Department for Transport				✓	C	County

Objective	Indicator	Target	Data Owner	Frequency of Collection				Type of Indicator <i>Output (P) Outcome (C) Impact (I)</i>	Geography
				Daily	Monthly	Quarterly	Annually		
	Average minimum journey times by walking or public transport to nearest selected rail station (Department for Transport, AM peak)	Decrease in average minimum journey times	Department for Transport				✓	I	County
	Total passenger journeys on local bus services during AM/PM peak hour	Percentage growth rate in bus passenger journeys is above population growth rate	Department for Transport				✓	C	Combined Authority
	Average excess waiting time for frequent bus services i.e. services with a 10-min frequency or less	Decrease in excess waiting time	Department for Transport				✓	C	County/Unitary Authority
	Percentage of method of travel to work by active modes	Increase in percentage	Office for National Statistics				✓	C	County/Unitary Authority
	Rail counts at all rail stations	Percentage growth rate in rail counts is above population growth rate	Office of Rail and Road				✓	C	Local
Businesses and Tourism	Percentage of businesses surveyed that believe the transport network in the local area is of a high standard	Increase in percentage	CPCA Business Board			✓		I	Combined Authority
	Average minimum journey times by public transport to the nearest of selected airports (Department for Transport, Morning Peak)	Decrease in average minimum journey times	Department for Transport				✓	I	Local Authority
Resilience	Percentage of local "A" roads requiring structural maintenance, by LHA	Decrease in percentage	Department for Transport				✓	C	Local Authority

Objective	Indicator	Target	Data Owner	Frequency of Collection				Type of Indicator <i>Output (P) Outcome (C) Impact (I)</i>	Geography
				Daily	Monthly	Quarterly	Annually		
	Percentage of local "B" & "C" roads requiring structural maintenance, by LHA	Decrease in percentage	Department for Transport				✓	C	Local Authority
	Percentage of non-frequent bus services running on time	Increase in percentage	Department for Transport				✓	C	Local Authority



**Table 5.2: Monitoring Framework – Social Indicators**

Objective	Indicator	Target	Data Owner	Frequency of Collection				Type of Indicator <i>Output (P) Outcome (C) Impact (I)</i>	Geography
				Daily	Monthly	Quarterly	Annually		
Safety	Total number of people killed or seriously injured in road traffic accidents per annum	Decrease in total number	Department for Transport				✓	I	Combined Authority
	Total number of slight injuries in traffic accidents	Decrease in total number	Department for Transport				✓	I	Combined Authority
	Perception of safety at bus stops	Increase in percentage of 'very satisfied' responses to personal safety	Transport Focus			✓		C	Combined Authority
	Perception of safety on the bus	Increase in percentage of 'very satisfied' responses to personal safety	Transport Focus			✓		C	Combined Authority
	Perception of safety at railway stations	Increase in percentage of 'very satisfied' responses to personal safety	Transport Focus			✓		C	Combined Authority
	Perception of safety on board trains	Increase in percentage of 'very satisfied' responses to personal safety	Transport Focus			✓		C	Combined Authority
Accessibility	Percentage of income that residents in the most deprived decile in Cambridgeshire and Peterborough would have to spend to match the average household expenditure on transport, excluding purchase of vehicles	Decrease in percentage	Office for National Statistics				✓	I	Local Authority

Objective	Indicator	Target	Data Owner	Frequency of Collection				Type of Indicator <i>Output (P) Outcome (C) Impact (I)</i>	Geography
				Daily	Monthly	Quarterly	Annually		
	Perception of bus services as very good value for money	Increase in percentage of 'very satisfied' responses to value for money	Transport Focus			✓		C	Combined Authority
	Rail station accessibility	Increase the number of step-free stations and improve the experience of users with a disability	UKGOV/Network Rail				✓	C	Local Stations
Health and Wellbeing	Percentage of the population who make journeys by walking at least three times per week for any purpose	Increase in percentage	Department for Transport				✓	C	County/Unitary Authority
	Percentage of the population who cycle at least three times per week for any purpose	Increase in percentage	Department for Transport				✓	C	County/Unitary Authority
	Percentage of adults that walk or cycle for travel at least once a week for any purpose	Increase in percentage	Department for Transport				✓	C	County/Unitary Authority
Air Quality	Number of Air Quality Management Areas (AQMAs)	Reduction in total number	Local Authority/DEFRA				✓	C	Combined Authority
	Fraction of mortality attributable to particulate air pollution	Decrease in fraction of mortality	Public Health England				✓	I	County/Unitary Authority
	Number of EV charging points	Increase in total number	UKGOV		✓			P	Combined Authority
	NO <sub>2</sub> concentration at a range of monitoring sites remains below the annual mean objective of 40 µg/m <sup>3</sup>	No exceedances of annual mean objective	District Councils				✓	C	Local Authority
	PM <sub>10</sub> concentration at a range of monitoring sites remains below the annual mean objective of 40 µg/m <sup>3</sup>	No exceedances of annual mean objective	District Councils				✓	C	Local Authority

**Table 5.3: Monitoring Framework – Environmental Indicators**

Objective	Indicator	Target	Data Owner	Frequency of Collection				Type of Indicator <i>Output (P) Outcome (C) Impact (I)</i>	Geography
				Daily	Monthly	Quarterly	Annually		
Environment	Delivery of all schemes to demonstrate bio-diversity net gain	All schemes	Natural England		✓			I	Combined Authority
	Delivery of all schemes to demonstrate no detrimental impact on historic environment	All schemes	Natural England		✓			C	Combined Authority
Climate Change	Level of estimated total volume of Carbon Dioxide emissions from transport (kt CO <sub>2</sub> )	Reduction in kt CO <sub>2</sub> – working towards net zero carbon	Office for National Statistics				✓	C	Local Authority
	Number of miles of cycleway	Increase in number of miles of cycleway	Peterborough City Council Cambridgeshire County Council				✓	P	County / Unitary Authority
	Number of new registrations for ultra-low emissions vehicles per year	Increase in ratio of new registrations for ultra-low emissions vehicles to new registrations for diesel/petrol vehicles	To be confirmed			✓		P	County / Unitary Authority

## Data Collection

- 5.12 Monitoring and evaluation will need to occur at two different 'levels'; for individual schemes and the programme as a whole. For each individual scheme a Monitoring and Evaluation Plan will need to be developed as part of the management case, in which the inputs, outputs, outcomes and expected impacts of each scheme will be summarised. This will be developed in-line with the Combined Authority Monitoring and Evaluation Framework. As part of this requirement a plan for collecting monitoring metrics and undertaking process and project evaluation is also needed.
- 5.13 This Delivery Plan describes the monitoring and evaluation arrangements required at a programme-level to identify the outcomes and impacts secured by the Local Transport Plan. It should not, therefore, be relied upon for monitoring and evaluation of the individual schemes which constitute the Delivery Plan.
- 5.14 Most of the indicators described in Table 5.1, Table 5.2 and Table 5.3 are already monitored at a national level, for example by the Office for National Statistics or the Department for Transport. These indicators will, therefore, continue to be monitored throughout the life of the Local Transport Plan. Other indicators are collected by local authorities, local planning authorities and other independent groups such as Transport Focus. The Combined Authority will ensure that these indicators continue to be collected on a sufficiently regular basis for the duration of this Delivery Plan, or until the Local Transport Plan is refreshed.
- 5.15 Once this data has been collected it is critical that it is collected and stored in a safe, well-organised and future-proof location, and supplemented with sufficient supporting documentation. Where available, these indicators will be updated and reported to the Transport Committee and Combined Authority Board as part of the annual update procedures described in paragraph 2.14.

## Reporting

- 5.16 The first monitoring report i.e. beyond annual updates will be produced in 2021-22 i.e. two years into the implementation of the plan. This report will set out the progress of the plan as measured by the indicators identified above to provide a snapshot of progress to date. Subsequent monitoring reports will be published on a biennial basis.
- 5.17 An initial evaluation will be undertaken in 2023-24, four years into the implementation of the plan. This evaluation will formally assess progress against the Delivery Plan (both this version and any subsequent revisions) to inform decision regarding whether or not a refresh of the Local Transport Plan is required. The findings from this report will feed into the design of the subsequent Local Transport Plan.

# Appendices

# A Appendix A: CPCA-funded schemes

Table A.1: CPCA-funded schemes

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives									Timescale	Estimated Cost	Scheme and Funding Status	Non-CPCA Funding Sources	Delivery Partners	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment						Climate Change
<b>Peterborough</b>																	
<b>Sustainable Travel Improvements</b> <i>Peterborough City Council</i>	Promoting sustainable travel and infrastructure improvements in Peterborough	Poor quality walking and cycling infrastructure within Peterborough  Scope to increase levels of active travel within Peterborough											Ongoing	Capital < £10m  Operating £	Committed for 2019/20 workstreams. Future workstreams subject to scheme development, business case and funding  Combined Authority revenue budget	Developer contributions	Peterborough City Council
<b>Peterborough University Access</b> <i>Peterborough City Council</i>	A package of improvements to create and enhance walking and cycling links to the University, improve highway access to the Parkway network, and consider how best to replace the surface-level parking provision that currently occupies the University site.	Peak-time traffic congestion at this junction on the Parkway network  Issues with walking and cycling facilities		✓				✓	✓				Pre-2021	Capital < £10m  Operating £	Commitment to fund business case  Combined Authority direct funding	Developer contributions	Peterborough City Council
<b>Eastern Industries Fengate Capacity</b> <i>Peterborough City Council</i>	Improvements to existing roads and junctions  Pedestrian and cycling improvements	Peak-time traffic congestion  Additional business and manufacturing development at Fengate	✓	✓	✓								Pre-2021	Capital £50m – £100m  Operating ££	Costed but not yet committed  Combined Authority direct funding	Developer contributions	Peterborough City Council
<b>A1260 Nene Parkway Junction 15</b> <i>Peterborough City Council</i>	Capacity enhancements at junction (lane widening)	Peak-time traffic congestion		✓	✓	✓							Pre-2021	Capital < £10m  Operating £	Costed but not yet committed  Combined Authority direct funding	Developer contributions	Peterborough City Council
<b>A605 Oundle Road Widening - Alwalton to</b>	Provide additional lanes inbound to Lynch Wood Business Park and accompanying junction improvements	Peak-time traffic congestion		✓	✓	✓							Pre-2021	Capital £10m – £50m  Operating	Costed but not yet committed	Developer contributions	Peterborough City Council

Project <i>Project sponsor</i>	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Scheme and Funding Status	Non-CPA Funding Sources	Delivery Partners	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>Lynch Wood Business Park</b> <i>Peterborough City Council</i>														£	Combined Authority (direct funding)			
<b>A1260 Nene Parkway Junction 32/33</b> <i>Peterborough City Council</i>	Carriageway widening to three lanes in each direction over River Nene, and/or alternative options to relieve traffic flow	Peak-time traffic congestion on the Parkway network		✓	✓	✓								2021-25	Capital £100m – £500m  Operating ££	Costed but not yet committed  Combined Authority direct funding	Large Local Majors funding  Developer contributions	Peterborough City Council
<b>A47 corridor improvement programme</b> <i>Highways England</i>	Capacity improvements to A47 corridor, with the long-term aspiration of dualling the route throughout	Peak-time traffic congestion  Limited accessibility and slow journey times between Peterborough, the Fens and the wider highway network		✓	✓	✓								Guyhirn junction upgrade by 2021; dualling of the route by 2026-30	Capital £10m – £50m (Guyhirn improvement);  £100m – £500m (dualling)  Operating £ / £££	Subject to scheme development, business case and funding  Combined Authority direct funding	Road Investment Strategy 2 (RIS2)	Highways England
<b>A16 Norwood Dualling</b> <i>Peterborough City Council</i>	Dualling a small section near the Norwood development with a longer-term aspiration of dualling into South Lincolnshire	Peak-time traffic congestion  Limited accessibility and slow journey times between Peterborough, Lincolnshire, and the wider highway network		✓	✓									2021-25 for dualling to Norwood, 2026-30 for dualling to Southern Lincolnshire	Capital £10m – £50m (dualling to Norwood);  £50m – £100m (dualling to Southern Lincolnshire)  Operating ££	Commitment to fund business case  Combined Authority direct funding	Developer contributions	Peterborough City Council
<b>Greater Cambridge</b>																		
<b>Cambridge South Station</b> <i>Network Rail</i>	Delivery of a new station at Cambridge South, neighbouring the Cambridge Biomedical Campus, including four-tracking and associated junction improvements	Poor rail accessibility to the Cambridge Biomedical Campus		✓	✓	✓		✓						2021-25	Capital £100m – £500m  Operating	£1.5m capital expenditure to fund business case and feasibility study	DfT rail block funding  Developer contributions	Greater Cambridge Partnership  Network Rail



Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Scheme and Funding Status	Non-CPCA Funding Sources	Delivery Partners
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
														£££	of interim solution  Combined Authority direct funding	Private business contributions	
<b>Strategic Bus Review</b> <i>Combined Authority</i>	Implementing recommendations from the Strategic Bus Review within Greater Cambridge, with the aim of ensuring a more reliable, better quality and more attractive bus network to passengers.	Limited accessibility and poor reliability of the existing bus network  Traffic congestion, poor reliability and slow journey times within Central Cambridge		✓	✓			✓	✓	✓	✓	✓	2021-25	£150k	Committed  Combined Authority revenue funding		Cambridgeshire County Council  Greater Cambridge Partnership
<b>CAM Central tunnelled infrastructure within Cambridge</b> <i>Combined Authority</i>	Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.  This section of route provides high quality, segregated connectivity – unaffected by traffic congestion – for CAM services across and within Cambridge, transforming accessibility to key destinations and employment sites from across Cambridgeshire and Peterborough.	Traffic congestion within Cambridge city centre and key radial highway corridors  Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites  Poor public transport accessibility to major housing developments  Limited public transport capacity (including Park & Ride)  Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift	✓	✓	✓		✓	✓		✓		✓	2026-30	Capital > £500m  Operating ££££	Committed and funded to Outline Business Case  Combined Authority revenue funding	Direct government contribution  Greater Cambridge City Deal  Private business contributions  Developer contributions  Greater Cambridge City Access  Housing Infrastructure Fund  Mayoral Community Infrastructure Levy	Greater Cambridge Partnership  Cambridgeshire County Council

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Scheme and Funding Status	Non-CPA Funding Sources	Delivery Partners
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
																Business Rate Supplement / Retention	
																Land Value Capture	
																Farebox surplus	
<b>CAM</b> <b>Cambridge towards St Ives, Huntingdon, Alconbury Weald and Peterborough and/or Fenland</b> <i>Combined Authority</i>	<p>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.</p> <p>This section will connect St Ives, at the end of the Cambridgeshire Guided Busway, to Huntingdon and Alconbury Weald, with the potential for further extensions to Peterborough and/or Fenland.</p> <p>The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.</p>	<p>Traffic congestion within Cambridge city centre and key radial highway corridors</p> <p>Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites</p> <p>Poor public transport accessibility to major housing developments</p> <p>Limited public transport capacity (including Park &amp; Ride)</p> <p>Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift</p> <p>Poor public transport provision and interchange facilities within the Alconbury Weald site</p>	✓	✓	✓		✓		✓				2026-30	Capital £100m – £500m  Operating £££	Committed and funded to route options appraisal	Greater Cambridge City Deal  Developer contributions  Greater Cambridge City Access  Housing Infrastructure Fund  Land value capture	Greater Cambridge Partnership  Cambridgeshire County Council
<b>CAM</b> <b>Cambridge East towards Mildenhall</b> <i>Combined Authority</i>	<p>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.</p>	<p>Traffic congestion within Cambridge city centre and key radial highway corridors</p> <p>Slow and unreliable public transport links between</p>	✓	✓	✓		✓		✓				2026-30	Capital £100m – £500m  Operating £££	Committed and funded to route options appraisal	Greater Cambridge City Deal  Developer contributions	Greater Cambridge Partnership  Cambridgeshire County Council

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Scheme and Funding Status	Non-CPCA Funding Sources	Delivery Partners
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
	<p>This section of the route will provide important connectivity to the east of Cambridge, opening up development for 2,500 homes, and includes a connection to the Newmarket Road P&amp;R site and/or the relocation of the P&amp;R site to Airport Way closer to the A14.</p> <p>The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.</p>	<p>market towns in Greater Cambridge and key employment sites</p> <p>Poor public transport accessibility to major housing developments</p> <p>Limited public transport capacity (including Park &amp; Ride)</p> <p>Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift</p>														<p>Greater Cambridge City Access</p> <p>Housing Infrastructure Fund</p> <p>Land value capture</p>	
<b>A10 Ely to Cambridge Capacity Improvements</b> <i>Combined Authority</i>	<p>Dualing of the A10 (either completely, or at particular sections) between the Milton Interchange and the A10/A142 'BP' roundabout in Ely, improvements to the A14/A10 Milton interchange in Cambridge, and a parallel segregated walking and cycling route.</p> <p>Designed to increase capacity and support proposed housing development at Waterbeach.</p>	<p>Traffic congestion along the A10 corridor</p> <p>Poor road safety and severance for non-motorised traffic</p> <p>Major development at Waterbeach New Town</p>	✓	✓	✓	✓	✓						2026-30	<p>Capital £100m – £500m</p> <p>Operating £££</p>	<p>Committed and funded to Strategic Outline Case</p> <p>Combined Authority direct funding</p>	<p>DfT Large Local Majors funding</p> <p>Developer contributions</p> <p>Major Road Network investment programme (junction improvements only)</p>	<p>Greater Cambridge Partnership</p> <p>Cambridgeshire County Council</p>
<b>Royston To Granta Park Strategic Growth and Transport Study</b> <i>Combined Authority</i>	<p>A strategic economic growth and transport study to include outline business case development for a scheme(s) in the area to facilitate growth at the internationally important biotech cluster to the south of Cambridge</p>	<p>Local highway congestion</p> <p>Poor orbital public transport connectivity</p> <p>Local development opportunities</p>	✓	✓	✓	✓	✓						TBC	TBC	<p>Committed and funded to strategic outline business case</p> <p>Combined Authority direct funding</p>		Cambridgeshire County Council
<b>Coldhams Lane Improvements</b> <i>Cambridgeshire County Council</i>	<p>Design phase of improvements to the junction of Coldhams Lane, Brooks Road and Barnwell Road, Cambridge. Aim to improve safety for cyclists.</p>	<p>Safety concerns and poor-quality existing cycling infrastructure</p>					✓	✓	✓	✓			TBC	<p>Capital &lt; £10m</p> <p>Operating £</p>	<p>Costed but not yet committed</p> <p>Combined Authority direct funding</p>	<p>Developer contributions</p>	Cambridgeshire County Council

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Scheme and Funding Status	Non-CPA Funding Sources	Delivery Partners	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>Huntingdonshire</b>																		
<b>St Neots River Great Ouse cycle bridge</b> <i>Cambridgeshire County Council</i>	Delivery of a new foot and cycle bridge in St Neots, located to the north of the town, offering a safer, traffic-free crossing of the River Great Ouse.	Major development within St Neots  Limited walking and cycling provision across the Great Ouse							✓	✓	✓	✓	✓	Pre-2021	Capital < £10m  Operating £	Committed  Combined Authority direct funding	Developer contributions	Cambridgeshire County Council
<b>A141 Huntingdon Capacity Study</b> <i>Combined Authority / Cambridgeshire County Council</i>	Study to consider highway capacity challenges in the area. Includes consideration of junction upgrades and potential improvements to the highway network	Severe peak-time traffic congestion  Major development at Alconbury Weald and in Huntingdon, and potential long-term development at Wyton Airfield	✓		✓	✓								2021-25	TBC	Committed and funded through to feasibility study  Combined Authority direct funding	TBC	Cambridgeshire County Council
<b>East Cambridgeshire</b>																		
<b>Ely Area Capacity Enhancements (EACE)</b> <i>Network Rail</i>	Junction upgrade at Ely North to enable additional freight and passenger trains, while retaining road access for Prickwillow, Queen Adelaide and North Ely residents.	Significant frequency and reliability constraint on the local rail network		✓	✓	✓			✓					2021-25	Capital £50m – £100m  Operating ££	Committed and funded through to Outline Business Case  Combined Authority direct funding	DfT rail block funding  Local Growth Deal funding	Network Rail
<b>Soham station</b> <i>Combined Authority</i>	Construction of a new railway station at Soham, served by Ipswich to Peterborough rail services	No direct access to the rail network from Soham  Major development within Soham	✓	✓	✓				✓					2021-25	Capital £10m – £50m  Operating ££	Commitment to fund GRIP 3 study, Further work costed but not yet committed.  Combined Authority direct funding	DfT rail block funding  Local Growth Deal funding (feasibility study only)  Developer contributions  DfT New Stations Fund	Network Rail
<b>Fenland</b>																		
<b>Regeneration of Fenland railway</b>	A package of improvements, including platform lengthening, with the aim of encouraging rail travel and allowing	Poor quality passenger facilities at March, Manea and Whittlesea stations							✓					Pre-2021	Capital £10m – £50m	Costed but not yet committed	DfT rail block funding	Network Rail

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Scheme and Funding Status	Non-CPCA Funding Sources	Delivery Partners
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
<b>stations – March, Manea and Whittlesea</b> <i>Combined Authority</i>	longer trains with greater capacity to call at these stations.													Operating £	Combined Authority direct funding		
<b>A605 King's Dyke level crossing replacement</b> <i>Combined Authority</i>	Highway improvement and level crossing replacement	Severe traffic congestion and safety issues caused by the King's Dyke level crossing		✓		✓	✓						Pre-2021	Capital £10m – £50m  Operating Financially positive	Committed  Combined Authority direct funding	Local Growth Deal funding  DfT rail block funding	Network Rail  Cambridgeshire County Council
<b>March Access Package</b> <i>Cambridgeshire County Council</i>	Package of measures to increase capacity and improve accessibility to March including the March Northern Link Road and junction improvements	Major development within March  Local traffic congestion	✓					✓					Pre-2021 initial improvements; other measures TBC	Capital £10m – £50m  Operating ££	Commitment to fund study  Combined Authority direct funding	Developer contributions	Cambridgeshire County Council
<b>Wisbech Access Study package</b> <i>Cambridgeshire County Council</i>	Study investigating the feasibility of a package of individual transport schemes that aim to improve the transport network in Wisbech. Includes the following schemes: New Bridge Lane/Cromwell Road Signals A47/Cromwell Road roundabout upgrade A47/Elm High Road roundabout improvements Relocated A47/Elm High Road roundabout Weasenham Lane junction improvement Weasenham Lane/Elm High Road roundabout Freedom Bridge Roundabout Improvements Wisbech Bus Station including new access Link road between the B198 South Brink / Cromwell Road and the B1169 Dowgate Road / A1101 Leverington Road, including a new bridge crossing the River Nene	Major development within Wisbech, including the proposed Wisbech Garden Town  Local traffic congestion within Wisbech	✓	✓	✓		✓						2021-25	Capital £10m – £50m  Operating ££	Commitment to fund study  Combined Authority direct funding	DfT rail block funding  Housing Infrastructure Fund  Developer contributions	Cambridgeshire County Council

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Scheme and Funding Status	Non-CPCA Funding Sources	Delivery Partners
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
	Western link Road – Northern section Western link Road – Southern section Southern Access Road A47/Broad End Road Roundabout																
<b>Wisbech Rail</b> <i>Combined Authority</i>	Reopening of the disused railway line between March and Wisbech, with direct services from Wisbech to Ely and Cambridge	Major development within Wisbech, including the proposed Wisbech Garden Town  No direct access from Wisbech to the rail network	✓	✓	✓			✓					2026-30	Capital £100m – £500m  Operating £££	Commitment to fund GRIP 3 study and outline business case.  Combined Authority direct funding	DfT rail block funding  Housing Infrastructure Fund  Developer contributions	Network Rail

## B Appendix B: Non-CPCA schemes

Table B.1: Non-CPCA schemes: national and regional networks

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>Peterborough</b>																		
<b>Closure of level crossings</b> <i>Network Rail</i>	Network Rail led initiative to replace or remove level crossings. Doing so will improve safety and journey times across the transport network	Peak-time traffic congestion  Road safety												Ongoing (to 2025)	Capital £50m – £100m  Operating Financially positive	DfT rail block funding	Network Rail	Subject to scheme development, business case and funding
<b>Werrington Dive Under</b> <i>Network Rail</i>	New grade-separated railway junction north of Peterborough to provide additional rail freight capacity	Limited capacity for additional passenger and freight trains through Peterborough  Pathing conflicts between freight and passenger services		✓	✓				✓					Pre-2021	Capital £100m – £500m  Operating ££	DfT rail block funding	Network Rail	Under construction
<b>Huntingdon to Peterborough Four Tracking</b> <i>Network Rail</i>	Reinstating four tracks from Huntingdon to Peterborough along the East Coast Main line to provide additional capacity	Limited capacity for additional passenger and freight trains south of Peterborough  Pathing conflicts between freight and passenger services		✓	✓				✓					2021-25	Capital £100m – £500m  Operating ££	DfT rail block funding	Network Rail	Subject to scheme development, business case and funding
<b>Hampton East Coast Main Line (ECML) Rail Crossing</b> <i>Developer-led scheme</i>	Developer-led proposals for a new bridge and link road between the A605 Stanground Bypass and the London Road / The Serpentine roundabout	Peak-time traffic congestion  Significant housing development at Stanground	✓											2021-25	Capital £50m – £100m  Operating ££	Developer contributions	Network Rail  Private developer	Committed via S106
<b>Greater Cambridge</b>																		
<b>CAM Cambridge Biomedical Campus towards Haverhill (Cambridge South East Transport Study)</b> <i>Greater Cambridge Partnership / Combined Authority</i>	Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.  This section will connect the future Cambridge South station, Cambridge Biomedical Campus and Babraham Research Campus to new developments in Granta Park, and a new Park & Ride site at the A11, with the potential for a future extension to Haverhill.  The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.	Traffic congestion within Cambridge city centre and key radial highway corridors  Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites  Poor public transport accessibility to major housing developments  Limited public transport capacity (including Park & Ride) Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift		✓	✓	✓			✓			✓		2021-25	Capital £100m – £500m  Operating £££	Greater Cambridge City Deal  Developer contributions  Greater Cambridge City Access	Greater Cambridge Partnership	Committed and funded to route options appraisal



Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
Includes a segregated public transport corridor from the Cambridge Biomedical Campus to Granta Park and an accompanying Park & Ride site, being delivered by the Greater Cambridge Partnership																	
<p><b>CAM Cambridge Science Park to Waterbeach (Cambridge North East Transport Study) Greater Cambridge Partnership / Combined Authority</b></p> <p>Includes segregated public transport corridors from Waterbeach to central Cambridge and accompanying Park &amp; Ride sites, being delivered by the Greater Cambridge Partnership</p>	<p>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.</p> <p>This component of the route will help to connect Waterbeach New Town to the Science park and City Centre, encouraging the development of over 9,000 new homes in Waterbeach and 5,000 jobs at the Science Park as well as supporting development at Cambridge Northern Fringe East. It will also provide new Park &amp; Ride capacity on the A10 corridor, at an expanded Milton Park &amp; Ride and/or a new site near Waterbeach.</p> <p>The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.</p>	<p>Traffic congestion within Cambridge city centre and key radial highway corridors</p> <p>Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites</p> <p>Poor public transport accessibility to major housing developments</p> <p>Limited public transport capacity (including Park &amp; Ride)</p> <p>Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift</p>										2026-30	<p>Capital £100m – £500m</p> <p>Operating £££</p>	<p>Greater Cambridge City Deal</p> <p>Developer contributions</p> <p>Greater Cambridge City Access</p> <p>Housing Infrastructure Fund</p>	Greater Cambridge Partnership	Committed and funded to route options appraisal	

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
<b>CAM</b> <b>Cambridge to Cambourne and St Neots</b> <i>Greater Cambridge Partnership / Combined Authority</i>  Includes segregated public transport corridors from Cambridge to Cambourne and an accompanying Park & Ride site, being delivered by the Greater Cambridge Partnership	Delivery of a segregated, high-quality mass transit network connecting existing market towns and new settlements in Greater Cambridge to key destinations in Cambridge.  This section will connect Central Cambridge to Cambourne, serving major developments at West Cambridge, Bourn Airfield and Cambourne, with potential for a future extension to St Neots.  The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.	Traffic congestion within Cambridge city centre and key radial highway corridors  Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites  Poor public transport accessibility to major housing developments  Limited public transport capacity (including Park & Ride)  Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift	✓	✓	✓		✓	✓				✓	2026-30  Cambourne to Grange Road segregated public transport corridor to open as Phase 1 in 2024	Capital £100m – £500m  Operating £££	Greater Cambridge City Deal  Developer contributions  Greater Cambridge City Access  Local Growth Deal funding  Housing Infrastructure Fund  Land value capture	Greater Cambridge Partnership	Committed and funded to route selection for route between Cambourne and Cambridge
<b>Newmarket to Cambridge Track Doubling</b> <i>Network Rail</i>	Additional passing loops or double tracking to enable half-hourly services between Cambridge, Newmarket and Ipswich.	Traffic congestion, poor reliability and slow journey times within Central Cambridge  Unattractive frequency of existing rail services along Cambridge <> Newmarket corridor		✓	✓			✓					2026-30  Capital £10m – £50m  Operating ££	DfT rail block funding	Network Rail	Subject to scheme development, business case and funding	
<b>Oxford to Cambridge Expressway and A428 Dualling</b> <i>Highways England</i>	Delivering a grade-separated Expressway between Oxford, Milton Keynes and Cambridge, including a new highway corridor between the M1 and M40 ('missing strategic link').  Includes dualling of the A428 between Caxton Gibbet and Black Cat and capacity improvements at the A428/A1198 Caxton Gibbet roundabout	Major housing and employment development along the Oxford to Cambridge corridor  Traffic congestion on the Strategic Highway Network (SRN)  Poor strategic highway connectivity along the Oxford to Cambridge corridor	✓		✓								2026-2030  A428 Black Cat to Caxton Gibbet to open 2025/26  Capital > £500m  Operating ££££	Road Investment Strategy 2 (RIS2)	Highways England	Highways England committed funding	
<b>East West Rail (Central Section)</b> <i>East West Rail Company</i>	Delivering a new railway corridor between Bedford and Cambridge, which will enable direct rail services between Cambridge, Milton Keynes and Oxford	Major housing and employment development along the Oxford to Cambridge corridor  Poor strategic public transport connectivity along the corridor	✓	✓	✓							✓	Post-2030  Capital > £500m  Operating ££££	DfT rail block funding  Developer contributions	East West Rail Company	Funded by DfT through to Strategic Outline Business Case	

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPA Funding Sources	Delivery Partners	Status		
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change							
<b>Electrification of Rural Rail Routes</b> <i>Network Rail</i>	Electrification to allow electric freight trains to serve the Port of Felixstowe, and electric passenger services between Cambridge and Ipswich, Cambridge and Norwich, Peterborough and Ipswich and Stansted Airport and Birmingham New Street. Routes include: Felixstowe to Nuneaton (Newmarket to Peterborough in strategy area). Cambridge to Newmarket. Ely to Norwich.	Slow and infrequent rural rail services  Poor air quality and carbon emissions from diesel passenger and freight trains								✓		✓		✓	TBC	TBC	DfT rail block funding	Network Rail	Subject to scheme development, business case and funding
<b>Cambridgeshire Rail Capacity Study</b> <i>Network Rail</i>	Strategic rail study identifying network constraints on the Cambridgeshire rail network, with the view to identifying potential improvements to facilitate additional services and/or routes  Likely to overlap with other rail scheme e.g. Electrification of rural routes in Cambridgeshire and surrounding counties, Ely North Junction improvements, and Newmarket to Cambridge track doubling	Limited frequency and capacity on some key rail corridors within Greater Cambridge (e.g. Newmarket to Cambridge)		✓	✓						✓				TBC	TBC	DfT rail block funding	Network Rail	Completed
<b>M11 'Smart Motorway'</b> <i>Highways England</i>	Upgrade of the M11 to the west of Cambridge to three-lane 'smart motorway' standard	Major development to the west of Cambridge  Traffic congestion and poor reliability  Limited highway capacity	✓	✓	✓						✓				TBC	Capital £50 - £100m  Operating ££	Future Road Investment Strategies	Highways England	Subject to scheme development, business case and funding
<b>Huntingdonshire</b>																			
<b>Oxford to Cambridge Expressway and A428 Dualling</b> <i>Highways England</i>	Delivering a grade-separated Expressway between Oxford, Milton Keynes and Cambridge, including a new highway corridor between the M1 and M40 ('missing strategic link')  Includes dualling of the A428 between Caxton Gibbet and Black Cat and capacity improvements at the A428/A1198 Caxton Gibbet roundabout	Major housing and employment development along the Oxford to Cambridge corridor Traffic congestion on the Strategic Highway Network (SRN)  Poor strategic highway connectivity along the Oxford to Cambridge corridor	✓		✓										2026-2030  A428 Black Cat to Caxton Gibbet to open 2025/26	Capital > £500m  Operating ££££	Road Investment Strategy 2 (RIS2)	Highways England	Committed Highways England funding
<b>East West Rail (Central Section)</b> <i>East West Rail Company</i>	Delivering a new railway corridor between Bedford and Cambridge, which will enable direct rail services between Cambridge, Milton Keynes and Oxford	Major housing and employment development along the Oxford to Cambridge corridor  Poor strategic public transport connectivity along the corridor	✓	✓	✓									✓	Post-2030	Capital > £500m  Operating ££££	DfT rail block funding	East West Rail Company	Funded by DfT through to Strategic Outline Business Case
<b>East Cambridgeshire</b>																			
<b>Ely to Soham track doubling</b> <i>Network Rail</i>	Doubling the track between Ely and Soham, facilitating additional passenger and freight services	Infrequent rail services between Ipswich and Peterborough			✓					✓				✓	2021-25	Capital £10m – £50m	DfT rail block funding	Network Rail	Subject to scheme development,

Project <i>Project sponsor</i>	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change					
		Limited capacity for freight services												Operating ££			business case and funding

Table B.2: Non-CPCA schemes: local

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>Peterborough</b>																		
<b>A47 Wansford to Sutton</b> <i>Highways England</i>	Dualling of the A47 between Wansford and Sutton, and associated junction improvements at the Wansford / A1 roundabouts	Peak-time traffic congestion  Poor road safety due to substandard road alignment		✓	✓									Pre-2021	Capital £50m – £100m  Operating ££	Road Investment Strategy 2 (RIS2)	Highways England	Highways England committed funding
<b>A47 Junction 18 improvements</b> <i>Peterborough City Council</i>	Capacity enhancements, refurbishment and renewal of existing footbridges, and new signalised crossings for pedestrians and cyclists	Peak-time traffic congestion at this junction on the Parkway network  Issues with walking and cycling facilities  Structural problems with existing footbridges		✓		✓	✓							Pre-2021	Capital < £10m  Operating £	Developer contributions  Passported funding	Highways England  Peterborough City Council	Committed
<b>A1139 Fletton Parkway Junction 3</b> <i>Peterborough City Council</i>	Capacity enhancements at junction, including full signalisation and/or widening of A1139 off-slips	Severe peak-time traffic congestion at this major junction  Poor bus reliability  Significant housing development at Hampton and Stanground		✓	✓		✓							Pre-2021	Capital < £10m  Operating £	Developer contributions  Passported funding	Peterborough City Council	Commitment to fund business case. Further work costed but not yet committed
<b>Stanground Access</b> <i>Peterborough City Council</i>	Improvements to the A605 / B1095 junction by creating an additional right turn lane	Severe peak-time traffic congestion  Poor road safety due to junction alignment  Significant housing development at Stanground		✓	✓		✓							Pre-2021	Capital < £10m  Operating £	Developer contributions  Passported funding	Peterborough City Council	Subject to scheme development, business case and funding
<b>Midgate, Broadway and Northminster public realm improvements</b> <i>Peterborough City Council</i>	Completion of public realm improvements, including new paving, lighting and street furniture, within Peterborough city centre	Poor quality public realm, acting as a deterrent to walking and cycling  Significant city centre regeneration and new development							✓	✓	✓	✓		Pre-2021	Capital < £10m  Operating £	Developer contributions  Passported funding	Peterborough City Council	Subject to scheme development, business case and funding
<b>Stanground Bypass Dualling</b> <i>Peterborough City Council</i>	Dualling of the eastern end of the Stanground Bypass	Peak-time traffic congestion  Significant housing development at Stanground		✓	✓									2021-25	Capital £10m – £50m  Operating £	Developer contributions	Peterborough City Council	Subject to scheme development, business case and funding

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status		
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change							
<b>Queensgate Bus Interchange</b> <i>Peterborough City Council</i>	Improvements to the bus interchange and better links with the railway station	Poor quality environment for bus passengers, acting as a deterrent to travelling by bus							✓					✓	2021-25	Capital < £10m Operating £	Integrated transport block	Peterborough City Council	Subject to scheme development, business case and funding
<b>A1 Wittering Improvement</b> <i>Highways England</i>	New grade separated junction to improve road safety and access to Wittering village	Poor road safety due to poor junction and highway alignment  Limited access to Wittering due to high volumes of traffic		✓				✓							2021-25	Capital £10m – £50m Operating £	Road Investment Strategy 2 (RIS2)	Highways England	Subject to scheme development, business case and funding
<b>Stanground Fire Station Junction</b> <i>Peterborough City Council</i>	Junction improvements	Peak-time traffic congestion  Poor bus reliability  Significant housing development at Stanground	✓	✓											2021-25	Capital < £10m Operating £	Developer contributions  Passported funding	Peterborough City Council	Subject to scheme development, business case and funding
<b>North Westgate Redevelopment</b> <i>Peterborough City Council</i>	Highway improvements are still being determined and these will be developed as part of the master planning process.	Significant city centre regeneration and new development	✓						✓	✓					2021-25	Capital < £10m Operating £	Developer contributions  Passported funding	Peterborough City Council	Subject to scheme development, business case and funding
<b>Fletton Quays New Footbridge</b> <i>Peterborough City Council</i>	Provision of a new footbridge across the River Nene between Fletton Quays and the Embankment	Major development at Fletton Quays and the future University site on Bishop’s Road  Limited walking and cycling provision across the River Nene	✓						✓	✓	✓	✓	✓	2021-25	Capital < £10m Operating £	Developer contributions  Passported funding	Peterborough City Council	Subject to scheme development, business case and funding	
<b>Crescent Bridge Pedestrian and Cycle Bridge</b> <i>Peterborough City Council</i>	Enhancements to bridge across railway line to improve pedestrian and cycle facilities	Poor walking and cycling facilities on a key corridor into Peterborough city centre  Limited walking and cycling permeability across the East Coast Main Line						✓	✓	✓	✓	✓	✓	2021-25	Capital < £10m Operating £	Developer contributions  Passported funding	Peterborough City Council	Subject to scheme development, business case and funding	
<b>Peterborough Rail Station Western Access</b> <i>Peterborough City Council</i>	New entrance to Peterborough station to serve the western side of the city, with improved pedestrian and cycle facilities	Limited accessibility to Peterborough station for areas west of the railway line							✓	✓				2021-25	Capital £10m – £50m Operating ££	DfT rail block funding  Developer contributions	Peterborough City Council  Network Rail	Costed but not yet committed	
<b>Frank Perkins Parkway Junction 4 - 5 widening</b> <i>Peterborough City Council</i>	Widening of Parkway to three lanes in each direction	Peak-time traffic congestion  Significant housing development at Stanground and in the Fengate area	✓	✓	✓				✓					2021-25	Capital £100m – £500m Operating ££	Large Local Majors funding  Developer contributions	Peterborough City Council	Subject to scheme development, business case and funding	

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>A15 Paston Parkway Junction 22 to Glington Roundabout</b> <i>Peterborough City Council</i>	Dualling of the A15 between Junction 22 and the Glington Roundabout and associated junction improvements. Longer term goal of dualling into southern Lincolnshire.	Peak-time traffic congestion on the Parkway network  Significant housing development at Norwood	✓	✓	✓	✓								2021-25 to Glington Roundabout, 2026-30 for dualling to Southern Lincolnshire	Capital £10m – £50m (dualling to Norwood);  £50m – £100m (dualling to Southern Lincolnshire)  Operating ££	Developer contributions  Passported funding	Peterborough City Council	Subject to scheme development, business case and funding
<b>A1139 Fletton Parkway Junction 3 – 3A</b> <i>Peterborough City Council</i>	Carriageway widening to three lanes in each direction over East Coast Main Line	Peak-time traffic congestion on the Parkway network Significant housing development at Hampton and Stanground	✓	✓	✓									2026-30	Capital £100m – £500m  Operating ££	Large Local Majors funding  Developer contributions	Peterborough City Council	Subject to scheme development, business case and funding
<b>Greater Cambridge</b>																		
<b>Wider Cambridgeshire Cycling Interventions</b> <i>Cambridgeshire County Council</i>	Local cycling improvements across Cambridgeshire (outside the Greenway network). Within Greater Cambridge, these include: A10 Cycleway between Cambridge Research Park and A1123 / Stretham Melbourn to Royston Pedestrian and Cycle Way, including A505 bridge Wider Waterbeach pedestrian/cycle network Wider Cambourne pedestrian/cycle network B1046 cycle schemes A603 cycle schemes Cycleway improvement between Trumpington and Great Shelford	Need for safer, more attractive walking and cycling infrastructure						✓	✓	✓	✓	✓	✓	2021-25	Capital £10m – £50m  Operating £	Developer contributions  Potential DfT Access funding  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>Additional M11 Park &amp; Ride capacity</b> <i>Greater Cambridge Partnership</i>	Increasing capacity for Park & Ride to the West of Cambridge by either further expanding the existing site at Trumpington or providing a new site adjacent to Junction 11 of the M11  Improving public transport reliability into the city centre along Trumpington Road.	Traffic congestion, poor reliability and slow journey times within Central Cambridge  Insufficient existing Park & Ride capacity							✓		✓		✓	2021-25	Capital £50m – £100m  Operating ££	Greater Cambridge City Deal	Greater Cambridge Partnership	Committed to feasibility study
<b>City Access and Choices for Better Journeys</b>	The Greater Cambridge Partnership recently sought the public's views on a number of potential	Severe traffic congestion within Cambridge City					✓	✓	✓	✓				2021-25	Capital TBC	TBC	Greater Cambridge Partnership	Subject to scheme development,

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<i>Greater Cambridge Partnership</i>	measures to improve journeys into and around Cambridge and tackle poor air quality, including: A future public transport network to make it much easier for more people to get into and around Cambridge; Options for managing demand for road space and funding public transport, including: restricting access for cars to specific roads or areas; charging motor vehicles to drive into and around Cambridge at peak times; introducing a pollution charge; introducing a workplace parking levy; making changes to parking controls, for example reducing parking availability or increasing charges	Poor quality walking, cycling and public transport provision  Need to provide sustainable, long-term funding for better public transport													Operating Financially positive			business case and funding
<b>A10 Foxton Travel Hub</b> <i>Greater Cambridge Partnership</i>	Exploring the opportunity for Foxton railway station to act as a Travel Hub to enable onward rail trips into Cambridge and Cambridge North stations, and the future Cambridge South station	Traffic congestion, poor reliability and slow journey times into and out of central Cambridge				✓	✓	✓						2021-25	Capital < £10m  Operating £	Greater Cambridge City Deal	Greater Cambridge Partnership  Cambridgeshire County Council	Costed but not yet committed
<b>Histon Road: Bus, Cycling and Walking Improvements</b> <i>Greater Cambridge Partnership</i>	Project aiming to provide better bus, walking and cycling facilities for those travelling on Histon Road, a key arterial route into Cambridge. Including a range of measures e.g. a new bus lane, improve cycle lanes, changes to on-street parking and enhancements to landscape and environment.	Speed and reliability of public transport journeys into and out of central Cambridge.  Congestion (particularly at peak times).  Insufficient/unsuitable cycling and walking facilities and environment hindering active travel.		✓			✓	✓	✓	✓	✓	✓		2021-25	Capital £10m – £50m  Operating £	Greater Cambridge City Deal	Greater Cambridge Partnership	Committed
<b>Milton Road: Bus, Cycling and Walking Improvements</b> <i>Greater Cambridge Partnership</i>	Project aiming to provide better bus, walking and cycling facilities for those travelling on Milton Road, a key arterial route into Cambridge.	Speed and reliability of public transport journeys into and out of central Cambridge.  Congestion (particularly at peak times).  Insufficient/unsuitable cycling and walking facilities and environment hindering active travel.  Air pollution.		✓	✓		✓	✓	✓	✓	✓	✓		2021-25	Capital £10m - £50m  Operating £	Greater Cambridge City Deal	Greater Cambridge Partnership	Subject to final GCP Executive Board approval
<b>Chisholm Trail</b> <i>Greater Cambridge Partnership</i>	New walking and cycling route, creating a mostly off-road and traffic-free route between Cambridge Station and Cambridge North Station. The 3.5km	Congestion.  Access to major employment sites and railway stations.		✓			✓	✓	✓	✓		✓		2021-25	Capital £10m - £50m	Greater Cambridge City Deal	Greater Cambridge Partnership	Under construction



Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
	route includes the new Abbey-Chesterton bridge over the River Cam.	Insufficient/unsuitable cycling and walking facilities and environment hindering active travel.													Operating £	Developer contributions  Cycle City Ambition grant	Cambridgeshire County Council	
<b>Greenways</b> <i>Greater Cambridge Partnership</i>	A set of planned routes to facilitate walking, cycling and equestrian active travel between South Cambridgeshire villages and the city. Proposals have been developed following significant consultation and options to take forward will be considered in 2020.	Access to major employment and leisure sites.  Insufficient/unsuitable active travel facilities and environment, hindering uptake.		✓			✓	✓	✓	✓	✓	✓	2021-25 (TBC)	Capital £10m - £50m (TBC)  Operating £	Greater Cambridge City Deal	Greater Cambridge Partnership	Subject to scheme development, business case and funding	
<b>Madingley Road: Cycling and Walking Improvements</b> <i>Greater Cambridge Partnership</i>	Work to improve walking and cycling facilities along Madingley Road, a key arterial route into Cambridge.	Insufficient/unsuitable cycling and walking facilities and environment hindering active travel.  Access to major employment and residential sites.	✓	✓			✓	✓	✓	✓	✓	2021-25 (TBC)	Capital £10m - £50m (TBC)  Operating £	Greater Cambridge City Deal	Greater Cambridge Partnership	Subject to scheme development, business case and funding		
<b>Whittlesford Travel Hub</b> <i>Greater Cambridge Partnership</i>	A package of work to deliver interventions to improve the local transport network centred on Whittlesford Parkway rail station.	Access to major employment and leisure sites.  Local congestion, including parking.  Insufficient/unsuitable cycling and walking facilities and environment, hindering active travel.		✓			✓	✓		✓	✓	TBC	Capital TBC  Operating £	Greater Cambridge City Deal	Greater Cambridge Partnership	Subject to scheme development, business case and funding		
<b>Mitigation of Local Impacts of Waterbeach Development</b> <i>Developer-led scheme</i>	Package of schemes to mitigate development impacts, including wider Waterbeach pedestrian / cycle network.	Major development at Waterbeach New Town  Poor quality existing walking and cycling infrastructure						✓	✓	✓		2021-25	Capital < £10m  Operating £	Developer contributions	Local developers	Subject to S106 discussions between planning authority, highways authority and developer		
<b>Waterbeach Station Relocation</b> <i>Network Rail</i>	Relocation of Waterbeach station to better serve future development at Waterbeach New Town, and provide capacity for longer 8 – 12 car trains.	Limited public transport accessibility to Waterbeach New Town development  Short platforms and insufficient parking capacity at existing Waterbeach station	✓					✓			✓	2021-25	Capital £10m – £50m  Operating £	Developer contributions  DfT rail block funding	Network Rail  Local developers	Subject to scheme development, business case and funding		

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>Longstanton Park &amp; Ride Expansion</b> Cambridgeshire County Council	Expansion of Longstanton Park & Ride to 1,000 spaces.	Traffic congestion, poor reliability and slow journey times within central Cambridge  Insufficient existing Park & Ride capacity							✓		✓		✓	TBC	Capital £10m – £50m  Operating £	Greater Cambridge City Deal	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>Mill Road</b> Cambridgeshire County Council	Investigate improvements to Mill Road including introducing priority measures for pedestrians and cyclists	Safety concerns and poor-quality existing cycling infrastructure						✓	✓	✓	✓	✓	✓	TBC	Capital < £10m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council  Greater Cambridge Partnership	Subject to scheme development, business case and funding
<b>Jesus Green Lock</b> Cambridgeshire County Council	Upgrades to cycling routes and resolve crossing (new bridge) in the vicinity of Jesus Green Lock existing pedestrian bridge	Safety concerns and poor-quality existing cycling infrastructure						✓	✓	✓	✓	✓	✓	TBC	Capital < £10m  Operating £	Greater Cambridge City Deal  Developer contributions  Potential DfT Access funding  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>Riverside Improvements Phase 2 between Priory Road and Stourbridge Common</b> Cambridgeshire County Council	Public realm improvements.	Poor quality public realm and cycling provision  Local safety concerns							✓	✓				TBC	Capital < £10m  Operating £	Developer contributions  Greater Cambridge City Deal  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>Girton Interchange Study</b> Cambridgeshire County Council	Exploring the case for improvements to Girton Interchange to add additional links not served by the existing junction, subject to engineering feasibility and value-for-money.	Key highway links (e.g. A428 West to M11 South) are not facilitated by the current junction layout		✓	✓	✓								TBC	Capital £10m – £50m  Operating £	Future Road Investment Strategies  Major Road Network investment programme  DfT Large Local Majors funding	Highways England  Cambridgeshire County Council	Subject to scheme development, business case and funding

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>Huntingdonshire</b>																		
<b>Wider Huntingdon and St Ives area pedestrian/cycle network</b> <i>Cambridgeshire County Council</i>	Improvements to the walking and cycling network within Huntingdonshire	Safety concerns and poor-quality existing cycling infrastructure						✓	✓	✓	✓			Pre-2021	Capital < £10m  Operating £	Developer contributions  Potential DfT Access funding  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>A141 / Alconbury Weald Enterprise Zone Southern Access</b> <i>Developer-led scheme</i>	Highway schemes to mitigate development impact, which will also support high-quality bus provision from St Ives (Busway) to Huntingdon / Alconbury	Major development at Alconbury Weald  Poor public transport accessibility through Alconbury Weald site	✓	✓					✓				✓	New junction on A141 by 2021, southern link road 2021-25	Capital £10m – £50m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council  Local developers	Subject to scheme development, business case and funding
<b>St Ives capacity enhancements</b> <i>Cambridgeshire County Council</i>	Junction capacity enhancements around St Ives	Severe peak-time traffic congestion  Proposed long-term major development at Wyton Airfield	✓		✓	✓								2021-25	Capital < £10m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>A1 Baldock – Brampton capacity improvements</b> <i>Highways England</i>	Improvements to the A1 between Baldock (near Biggleswade) and Brampton (near Huntingdon), including a new upgraded alignment and/or junction improvements	Peak-time traffic congestion  Poor road safety due to poor junction and highway alignment												2026-30	Capital > £500m  Operating £££	Road Investment Strategy 2 (RIS2)	Highways England	Subject to scheme development, business case and funding
<b>Hartford transport interchange</b> <i>Cambridgeshire County Council</i>	A transport interchange to intercept car trips and provide access to the St Ives to Wyton Airfield and Alconbury Weald, and St Ives to Huntingdon High Quality Bus Network routes.	Major development at Alconbury Weald and in Huntingdon, and proposed long-term development at Wyton Airfield  Limited interchange facilities between local public transport services	✓	✓					✓					2025-30	Capital < £10m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>High quality bus network infrastructure, St Ives (Busway) to Huntingdon</b> <i>Cambridgeshire County Council</i>	A high-quality bus corridor providing quick and reliable journeys between the end of the Busway at St Ives and Huntingdon town centre / station.	Major development in Huntingdon and proposed long-term development at Wyton Airfield  Poor public transport accessibility through Alconbury Weald site	✓	✓					✓					2026-30  Integrated into emerging CAM network	Capital < £10m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council  Local developers	Subject to scheme development, business case and funding
<b>High quality bus infrastructure linking Alconbury</b>	A high-quality bus corridor providing quick and reliable journeys between the Enterprise Zone at Alconbury and Huntingdon town centre / station.	Major development at Alconbury Weald	✓	✓					✓					2026-30	Capital < £10m	DfT Large Local Majors funding	Cambridgeshire County Council	Subject to scheme development,

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status		
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change							
<b>Weald to Huntingdon</b> Cambridgeshire County Council		Poor public transport accessibility through Alconbury Weald site												Integrated into emerging CAM network	Operating £	Developer contributions  Passported funding		business case and funding	
<b>Safeguarding of a future A141 northern Huntingdon bypass alignment</b> Cambridgeshire County Council	Safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass.	Severe peak-time traffic congestion  Major development at Alconbury Weald and in Huntingdon, and proposed long-term development at Wyton Airfield	✓		✓									Route safeguarded, delivery timescale TBC	TBC	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding	
<b>A1 Buckden roundabout capacity and safety improvements</b> Highways England	Local capacity improvements to accommodate increased demand and improve road safety	Peak-time traffic congestion  Poor road safety due to poor junction alignment		✓				✓						TBC	Capital < £10m  Operating £	Road Investment Strategy 2 (RIS2)	Highways England	Subject to scheme development, business case and funding	
<b>St Neots northern link to Little Paxton</b> Scheme promoter to be determined	New highway link to the north of St Neots	Major development within St Neots  Traffic congestion within St Neots town centre	✓		✓	✓								TBC	Capital £10m - £50m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding	
<b>East Cambridgeshire</b>																			
<b>East Cambridgeshire Walking and Cycling Improvements</b> Cambridgeshire County Council	Improvements to the walking and cycling network within East Cambridgeshire, including: <ul style="list-style-type: none"> <li>Local cycle improvements within Ely</li> <li>Soham to Ely cycle route (via Stuntney)</li> <li>Soham to Wicken Fen cycle route</li> <li>Foot/cycle path extensions in Little Thetford</li> <li>Quy to Lode cycle improvements</li> <li>Sutton to Mepal cycle improvements</li> <li>Lode/Swaffham Bulbeck to Swaffham Prior cycle improvement</li> <li>Wicken to Waterbeach cycle improvement</li> <li>Wicken to Soham cycle improvement</li> <li>Wilburton village to Cottenham pedestrian and cycle improvement</li> </ul> Improved cycle and pedestrian access in Littleport	Safety concerns and poor-quality existing cycling infrastructure							✓	✓	✓	✓	✓	✓	✓	Capital £10m – £50m  Operating £	Developer contributions  Potential DfT Access funding  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>Improved parking and interchange facilities at Ely station</b> Network Rail	Improved parking and interchange facilities at Ely station	Poor quality passenger facilities at Ely station						✓						2021-25	Capital < £10m  Operating £	DfT rail block funding	Network Rail	Subject to scheme development, business case and funding	

Project Project sponsor	Description	Local Issues Addressed	Wider Regional Objectives										Timescale	Estimated Cost	Non-CPCA Funding Sources	Delivery Partners	Status	
			Housing	Employment	Business & Tourism	Resilience	Safety	Accessibility	Health & Wellbeing	Air Quality	Environment	Climate Change						
<b>Bus access to North Ely development</b> Cambridgeshire County Council	Measures to provide reliable and timely bus links to the new North Ely development	Major development to the north of Ely  Limited accessibility by public transport	✓						✓		✓			2021-25	Capital < £10m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council  Local developers	Subject to scheme development, business case and funding
<b>Newmarket West Chord</b> Network Rail	New chord to enable direct services between Soham, Newmarket and Cambridge	Current track layout does not allow services to operate directly from Soham towards Cambridge		✓	✓				✓					TBC	Capital £10m – £50m  Operating ££	DfT rail block funding	Network Rail	Subject to scheme development, business case and funding
<b>A142 capacity and safety improvements</b> Cambridgeshire County Council	Local capacity and safety improvements on the A142 between Ely and Chatteris	Peak-time traffic congestion along the A142 corridor  Poor road safety			✓	✓	✓							TBC	Capital < £10m  Operating £	Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding
<b>Queen Adelaide Road study</b> Cambridgeshire County Council	Scheme to mitigate the journey time and safety impacts of increased periods of level crossing closures	Traffic congestion and poor road safety caused by level crossing closures					✓	✓						TBC	Capital £10m – £50m  Operating Financially positive	DfT rail block funding  Integrated block funding	Network Rail  Cambridgeshire County Council	Complete to Strategic Outline Business Case
<b>A14 junction 37 and 38 improvements</b> Highways England	Joint study with Suffolk County Council and West Suffolk Council to assess demand and options for junction upgrades, including an all-movements junctions to increase capacity at J38.	Traffic congestion and limited highway capacity			✓									TBC	Capital £10m – £50m  Operating £	Future Road Investment Strategies	Highways England	Subject to scheme development, business case and funding
<b>Fenland</b>																		
<b>Wisbech Garden Town feasibility studies</b> Combined Authority	Under plans set out in the Wisbech 2020 initiative, Fenland District Council and Cambridgeshire County Council are developing the Garden Town to reduce population pressure on Cambridge. In June 2017, the Cambridgeshire and Peterborough Combined Authority provided funding for feasibility studies: Connectivity Study, Flood Modelling, and Rail Study.	Proposed major development at Wisbech Garden Town	✓											2021-25	TBC	TBC	Cambridgeshire County Council  Local developers	Committed
<b>Central March cycle bridge</b> Cambridgeshire County Council	New cycle bridge in the centre of March	Poor quality walking and cycling provision within March						✓	✓	✓	✓	✓		TBC	Capital < £10m  Operating £	Developer contributions  Passported funding	Cambridgeshire County Council	Subject to scheme development, business case and funding

# C Appendix C: Monitoring and evaluation of priority schemes

## Context

- C.1 The following text is taken directly from the Combined Authority Monitoring and Evaluation Framework. It outlines the approach which the Combined Authority will take to monitoring and evaluation of its 'Priority Schemes'.

## Project Delivery

- C.2 "Once the business case and budget have been approved, the concept becomes a project. From this point individual performance monitoring commences. This involves a monthly project highlight report produced by Project Managers, commenting on key activities, budget, spend, milestones and risks (see annex X for example template).
- C.3 Project Managers are also required to produce a risk register for each project, which includes a description of the risks, RAG rating and mitigation. Those risks identified as programme risks are then fed into a programme risk register to be reviewed by the programme director or equivalent.
- C.4 These monthly highlight reports are used to populate two reports, the first of which is a Performance Dashboard of all projects and is reviewed by the Project Management Office. A second, similar report is also created for projects rated red or amber and this exception report is reviewed internally by the Senior Management Team. This report forms the basis of detailed discussions/scrutiny of management action to address issues.
- C.5 Annually, the Combined Authority Board receives an update on Performance Reporting. This includes a delivery dashboard, with detail on the following:
- Updated data on key CPCA metrics (see below);
  - An overview on the top priority projects from the portfolio of live projects, with ratings on a Red/Amber/Green (RAG) scale; and
  - Information on movement across the whole programme, plus a total of all projects with a Red rating.
- C.6 In addition, the exception report is also shared with Board Members as a confidential appendix. Board Members can request more information on these projects as they so wish.
- C.7 To align with sharing this exception report with Board Members, Critical Friend clinic sessions are arranged internally with members of the Project Management Office and Project Managers. This provides an opportunity for Combined Authority officers and Directors to review the data in these reports in further detail."

# D Appendix D: Monitoring metrics

## Context

- D.1 The following text is taken directly from the Combined Authority Monitoring and Evaluation Framework, and outlines the approach recommended by the Combined Authority for deciding which monitoring metrics should be used and how targets should be set for each of these metrics when monitoring individual schemes.

## Monitoring Project Key Performance Indicators

- D.2 “In addition to overall key performance indicators (KPIs), each project/programme will be expected to define and monitor KPIs that are specific to individual project/programmes. Proportionally timed (at least annual) monitoring returns will be used to capture progress against agreed milestones and metrics as part of the funding contracts.
- D.3 Effective monitoring indicators at a project level can help to understand how the projects are working or can be improved.
- D.4 The following questions can help when defining effective KPIs:

### Understanding the context

- What is the vision for the future?
- What is the strategy? How will the strategic vision be accomplished?
- What are the organisation's objectives? What needs to be done to keep moving in the strategic direction?
- What are the Critical Success Factors? Where should the focus be to achieve the vision?

### In defining KPIs

- Which metrics will indicate that you are successfully pursuing your vision and strategy?
- How many metrics should you have? (Enough, but not too many!)
- How do we define indicators?
- How often should you measure?
- Where does the data come from?
- Are there any caveats/warnings/problems?
- Are particular tests needed such as standardisation, significance tests, or statistical process control to test the meaning of the data and the variation they show?
- Who is accountable for the metric?
- How complex should the metric be?
- What should you use as a benchmark?
- How do you ensure the metrics reflect strategic drivers for organisational success?
- What negative, perverse incentives would be set up if this metric was used, and how will you ensure these perverse incentives are not created?

- D.5 Having agreed the title and definition of the performance measures, appropriate targets can be set. It is important that targets are achievable with an appropriate level of additional effort i.e. stretch targets. The useful acronym is that targets need to be SMART: Specific, Measurable, Achievable, Realistic, Time bound.”







## Local Transport Plan and SEA Integration

### Overview

1. This note provides an outline of how the Local Transport Plan was informed and checked against the outcomes of the Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA), and Community Impact Assessment (CIA).
2. Overleaf we provide a timeline against SEA Stages (which the HRA and CIA broadly align), the resulting actions, and outcomes delivered.

### Summary

3. Due process was following for both the development of the SEA, HRA and CIA, as well as the integration with the Local Transport Plan.
4. As a result of the SEA, HRA and CIA, amendments were made to the:
  - vision, goals and objectives; and
  - policies.
5. In general, amendments were not made at a scheme level as all schemes are subject to further feasibility study and scheme development (including assessment).
6. Information gathered through the SEA, HRA and CIA at a scheme- and policy-level will be useful for feasibility studies and further scheme development.

**Table 1: Local Transport Plan and SEA, HRA and CIA Integration**

SEA, HRA, CIA Stage	Timescale (for final document)	Action	Outcome (and examples)
<b>STAGE A:</b> Setting the context and objectives, establishing the baseline and deciding on the scope ( <b>SEA only</b> )	February 2019	<ul style="list-style-type: none"> <li>Scoping Report issued to Statutory Consultees (Environment Agency, Natural England and Historic England)</li> <li>Statutory Consultee representation and professional recommendations to LTP team.</li> </ul>	<ul style="list-style-type: none"> <li><b>Include Conservation of the Historic Environment as a wider objective:</b> This has been included under the LTP environmental objectives</li> <li><b>There is a vision of Equity, but the definition is one of Equality. The LTP should strive for equity, not equality to reflect the difference in the population and urban vs rural difference:</b> This has been changed from 'Equity' to 'Social'</li> <li><b>Include Health as a wider objective:</b> This has been included under the LTP social objectives</li> <li><b>The Environment objective should read "Protect and enhance our environment...":</b> The LTP environment objective has been updated</li> <li><b>Include reference to digital technology and how this is likely to impact future travel:</b> The LTP document recognises the importance of digital technology on future travel and contains policies on this area</li> </ul>
<b>STAGE B:</b> Developing and refining alternatives and assessing effects	May 2019 (reported with Stage C)	<ul style="list-style-type: none"> <li>Professional recommendations to LTP team.</li> </ul>	No recommended amendments.
<b>STAGE C:</b> Preparing the Environmental Report / Habitats Regulation Report, and Community Impact Report (including assessment of policies and schemes)	May 2019 (reported with Stage B)	<ul style="list-style-type: none"> <li>Professional recommendations to LTP team.</li> </ul>	<ul style="list-style-type: none"> <li><b>Policy Theme 4.2: Maintaining and managing the transport network (Climate, Soils, Air quality, Material assets) - Include details on waste and material use within maintenance and capital projects, e.g. use of the waste hierarchy, maximising life and capacity of existing assets, using sustainably sourced materials with recycled content, reusing demolition material on new schemes etc. to support the principles of a circular economy:</b> This has been addressed within Policy Theme 4.2.</li> <li><b>Policy Theme 10.1: Reducing the carbon emissions from travel (Climate, Air quality, Human health) - Policy 10.1.2 refers to electric vehicle charging points. To facilitate a switch to EV this could be widened to include EV infrastructure and information (not just charging points) e.g. priority parking for EV, an app with local maps on EV charging points and parking bays:</b> This has been addressed within Policy 10.1.2.</li> <li><b>Policy Theme 10.1: Reducing the carbon emissions from travel (Climate, Air quality, Human health) - 'Low carbon economy' is mentioned in some of the other policies (e.g. built environment) but it would also seem to fit under policy 10.1 as reducing carbon emissions from travel will help contribute to a low carbon economy:</b> This has been addressed within the text in Policy Theme 10.1.</li> </ul>

			<ul style="list-style-type: none"> <li>• <b>Policy Theme 9.1: Protecting our natural environment (Flora and fauna, Population, Human health, Landscape, Water):</b> <ul style="list-style-type: none"> <li>– Biodiversity net gain is referred to in the policy overview but not in the policy wording. Consider bringing this out in the policy as well.</li> <li>– Strengthen emphasis on cohesion and connectivity of green space and green infrastructure within Policy 9.1.3.</li> </ul> </li> </ul> <p>This has been addressed within the Policy Theme 9.1 overview text and Policy 9.1.3.</p>
<p><b>STAGE D:</b> Consulting on the draft plan or programme and the Environmental Report, Habitats Regulation Report, and Community Impact Report</p>	<p>June to September 2019</p>	<ul style="list-style-type: none"> <li>• Scoping Report issued to Statutory Consultees (Environment Agency, Natural England and Historic England)</li> <li>• Statutory Consultee representation and professional recommendations to LTP team.</li> </ul>	<ul style="list-style-type: none"> <li>• <b>Natural England: We do have concerns that some of the proposed schemes have potential for significant adverse impacts on the natural environment.</b> CPCA note Natural England’s concerns re the adverse impacts of some proposed transport schemes as part of feasibility studies and any scheme development.</li> <li>• <b>Natural England: Our advice is that further work should be undertaken, in liaison with key environmental stakeholders, to gather evidence to inform a robust assessment of impacts to the natural environment and the deliverability of avoidance and mitigation measures. This, should be used, together with the proposed application of the user hierarchy, to select and prioritise the development of sustainable transport projects.</b> CPCA note Natural England’s view that significant further work is required. Environmental consideration was given in assessment of schemes both as part of the LTP and corresponding SEA, HRA and CIA. The impacts of the schemes will be considered as part of any further prioritisation, feasibility, and scheme development.</li> <li>• <b>Natural England: We note that the current LTP strategy is a ‘blended approach’ which focuses on a range of significant capital investments in highway, public transport and walking and cycling infrastructure, designed to support a significant increase in travel demand (expected to be generated by significant new development including ~100,000 new homes and employment growth) but tailored to the local geographic and travel context. We understand the need for a multi-modal approach to the Plan; however, we are concerned that the emphasis appears to be on delivering new major highways projects. This seems at odds with the proposal to apply the user hierarchy and to develop a sustainable transport network.</b> CPCA note Natural England’s concerns re. the emphasis on large highway projects in the LTP, but disagree with conclusion. The LTP is primarily focussed on sustainable transport interventions to achieve mode shift, support development and economic growth and achieve wider social and environmental outcomes. All schemes are subject to further study and assessment.</li> <li>• <b>Historic England: We welcome the reference to protect and enhance our environment in paragraph 1.45. We suggest that this is amended to read ‘preserve and enhance our built, natural and historic environment’.</b> Environmental goal amended to 'Preserve and enhance our built, natural and historic environment and implement measures to achieve net zero carbon'.</li> </ul>

			<ul style="list-style-type: none"> <li>• <b>Historic England: We welcome the notion of the consideration of space and movement and the idea that in certain locations priority should be given to modes that best preserve that specific setting or location. However, we would caution against an over simplistic use of this assessment narrative which could lead to further denudation of setting and wider historic environment. Consideration of setting and (historic) environment should apply to all schemes, irrespective of whether they are considered to be cultural treasures or not.</b> The user hierarchy has been revised to better reflect the place and movement function of specific streets, which includes consideration of the historic environment.</li> <li>• <b>Historic England: Transport and the environment (p76) - We welcome the reference in paragraph 2.43 to protecting and enhancing the natural, historic and built environment. However, much of the rest of this section focuses on biodiversity etc. More emphasis should be placed on what will be done in respect of protecting and enhancing the historic environment in relation to transport planning."</b> Greater detail regarding protecting and enhancing the historic environment in relation to transport planning is provided in the Policies Annex.</li> <li>• <b>Historic England: We welcome the inclusion of a policy for the historic environment. However, on page 145 in policy 9.2 the wording should be amended to read 'Conserving and enhancing our built and historic environments' in line with the wording in the NPPF. The final column should also be amended because it is more than just protecting the historic environment but also enhancing it. These same points apply to Annex 1 of the Plan, section 9.2 on page 94. We are concerned that there is no mention of archaeology in this section. The historic environment includes more than just built heritage.</b> Policy 9.2 has been amended in line with this feedback, and reference provided to archaeology.</li> <li>• <b>Historic England: The policy currently does not take account of how highways design and the historic environment can be successfully incorporated. We would expect to see schemes assess their impacts upon townscape, historic landscape and heritage assets and design accordingly. New roads, cycle paths and associated infrastructure, including signage and hard standings for example, will result in impacts on landscape and townscape. As such Historic England would want to be reassured that matters of siting, location and design will conserve the historic environment of the area. Therefore, it is important to ensure that transport appraisals properly assess all potential impacts on the historic environment to an appropriate level of detail.</b> Policy 9.2.1 now includes the following: "include a proportionate assessment of any impacts on townscape, historic landscape and heritage assets within transport planning and major scheme appraisal, and increase opportunities to enhance the built and historic environment through major scheme delivery".</li> <li>• <b>Historic England: All designated heritage assets should be referenced in the policy as well as non- designated heritage assets together with the potential for unknown archaeology. Mention should also be made of the importance of the setting of these assets. The NPPF</b></li> </ul>
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			<p>makes it clear that the significance of heritage assets may be harmed by development (which can include transport schemes) in the setting of heritage assets. Major heritage assets within the policy have been referenced, and the importance of protecting their setting.</p> <ul style="list-style-type: none"> <li>• <b>Historic England: When considering the relevant policy context it is important to note that local level documents will also be useful in setting the appropriate context. Figure 4 could helpfully draw on existing Conservation Area Appraisals and relevant Neighbourhood Plans in across the County. It would be helpful to consider the ability of the emerging Local Transport Plan to deal with the effects of development proposals on unknown heritage assets. For example, how will the plan deal with development proposals in areas with archaeological potential but with no known designated or non-designated heritage assets and does the Plan outline how this situation is to be addressed by prospective applicants or decision makers. All scheme development is subject to appropriate, legal / policy requirements with respect to archaeological assets (known or unknown) and heritage assets.</b></li> <li>• <b>Historic England: It would be helpful to expand the assessment to include consideration of the effects of alterations to hydrological conditions as this could impact upon water dependent heritage assets including organic remains. This is particularly relevant for developments which may affect drainage which could affect soil chemistry resulting in dewatering for example. Noted and passed on to Mott MacDonald.</b></li> <li>• <b>Historic England: Conclusion - We would recommend early engagement with Historic England in respect of specific schemes and highlight our pre-application advice service (further details of which may be found here: <a href="https://historicengland.org.uk/services-skills/our-planning-services/charter/Our-pre-application-advisory-service/">https://historicengland.org.uk/services-skills/our-planning-services/charter/Our-pre-application-advisory-service/</a> ). We remind the authority that harm to the historic environment should be avoided in the first instance (remembering that significance can be harmed by development within the setting of heritage assets). An assessment of impacts upon townscape, historic landscape and historic assets should be included in any future assessment of route and infrastructure options. This may necessitate Heritage Impact Assessment to understand the significance of assets and the likely impact of proposed development upon that significance. Historic England strongly advises that the conservation and archaeological staff of the affected local authorities and County Council conservation staff are closely involved throughout the preparation of the plan and its assessment. They are best placed to advise on local historic environment issues and priorities, including access to data held in the HER, how the policy or proposal can be tailored to minimise potential adverse impacts on the historic environment, the nature and design of any required mitigation measures and opportunities for securing wider benefits for the future conservation and management of heritage assets. Finally, we should like to stress that this opinion is based on the information provided by the Council in its consultation. To avoid any doubt, this does not affect our obligation to provide further advice and, potentially, object to specific proposals, which may subsequently arise (either as a result of this consultation or in</b></li> </ul>
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			<b>later versions of the plan/guidance) where we consider that, despite the SA/SEA, these would have an adverse effect upon the environment.</b> Noted - future recommendation for early engagement with statutory consultees on schemes.
STAGE E: Monitoring implementation of the plan or programme	Ongoing	<ul style="list-style-type: none"> <li>Professional recommendations to LTP team.</li> </ul>	<ul style="list-style-type: none"> <li>No recommended amendments.</li> <li>Targets to be agreed post-commission of Steer.</li> <li>Under ongoing review as per guidance.</li> </ul>





<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.3</b>
<b>09 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

## **COLDHAMS LANE ROUNDABOUT PROGRESS REPORT**

### **1.0 PURPOSE**

- 1.1. This report summarises work on the Coldhams Lane Roundabout project to date and outlines next steps.
- 1.2. It requests a further release of funds to enable public consultation on the designs.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery &amp; Strategy</b>
<b>Forward Plan Ref: N/A</b>	<b>Key Decision: No</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <ol style="list-style-type: none"> <li>(a) Note this progress report</li> <li>(b) Approve the release of £100,000 from design phase budget agreed previously by the Combined Authority Board at its meetings in October 2017 and March 2018</li> <li>(c) Comment on the emerging Coldhams Lane Roundabout proposals</li> </ol>	<p><b>Voting arrangements</b></p> <p>Simple majority of all Members</p>

### **2.0 BACKGROUND**

- 2.1. Coldhams Lane Roundabout was first approved for inclusion in the Transport Programme at the October 2017 Combined Authority Board and then again at the March 2018 Combined Authority Board, following which Cambridgeshire County Council took forward the study too establish the issues and find solutions. This is not a key project for the purposes of the Combined Authority's Business Plan 2019/20.
- 2.2. The study location is a roundabout of significance in North West Cambridge, connecting; Coldhams Lane, Brooks Road and Barnwell Road, with a number of challenges creating congestion and safety concern.

- 2.3. The main drivers for the project are:
- to improve safety for all road users;
  - to provide an improved environment for pedestrians / cyclists;
  - without adverse effect on traffic flows.
- 2.4. Safety issues at this location for all road users on this roundabout have been identified as:
- in the last 5 years, there have been fifteen slight and one serious collision;
  - since 1999, there have been 7 serious and 43 slight collisions involving cyclists. 14 of the slight collisions involved children cycling.
- 2.5. The key aims for the project will be to implement a scheme that:
- Reduces accidents and improves use of the roundabout for both pedestrians and cyclists;
  - Provides safer, direct and more convenient routes for cycling and walking;
  - Improves access to employment areas, retail sites, green spaces, schools, leisure facilities and residential centres;
  - Positively impacts on bus journey times;
  - Positively impacts on motor traffic journey times;
  - Enhances the environment, streetscape and air quality.

### 3.0 PROGRESS TO DATE

- 3.1. Cambridgeshire County Council has been funded by the Combined Authority to progress a range of potential design options for achieving the key aims.
- 3.2. Cambridgeshire County Council procured a consultant to develop an initial exploration of design options, to undertake transport modelling and to report on what interventions could deliver improved safety for cyclists whilst avoiding any negative impact on traffic flows.
- 3.3. Preferred options (four visuals below) for the design have now been identified in preparation for public consultation on the project.



Option A



Option B



Option C



Option D

#### **4.0 NEXT STEPS**

- 4.1. Subject to release of funding by the Committee, Cambridgeshire County Council will go to public consultation on the preferred design options (above) in early 2020.
- 4.2. Cambridgeshire County Council will continue engagement with key stakeholders and internal partners such as Road Safety, Traffic Signals, Bus Operator and City Council Officers whilst the design options are progressed.
- 4.3. Following consultation:
  - (a) further analysis of these potential design interventions will be carried out;
  - (b) resulting in a final preferred design option which will establish a cost benefit ratio, construction programme and delivery costs;
  - (c) The business case for delivery of a final preferred option will then be submitted to the committee at the earliest opportunity, for approval for the detailed design and construction phase funding.
- 4.4. The timetable is to complete consultation, option selection and design by mid-2020 with construction complete by mid-2021.

#### **5.0 FINANCIAL IMPLICATIONS**

- 5.1. The budget for the current design phase is £300,000. The budget for construction is £2.5 million, of which £2.2 million is allocated but subject to approval in the CA budget, and £200,000 is being sought through a S.106 contribution. The chosen option will need to be affordable within that budget.
- 5.2. A value for money assessment report has been produced with the following benefit cost ratio data suggesting that one of the proposed schemes offers very high value for money, two of the proposed schemes represent high value for money and one represents medium value for money as detailed below:

Option	Present Value of Benefits	Present Value of Costs	BCR
A	£2,197,540.00	£659,550.00	3.33
B	£4,395,080.00	£2,556,870.00	1.72
C	£6,592,620.00	£2,396,570.00	2.75
D	£8,790,160.00	£2,013,061.00	4.37

#### **6.0 LEGAL IMPLICATIONS**

- 6.1. The Cambridgeshire and Peterborough Combined Authority Order 2017 granted the Combined Authority the power to pay grant under section 31 of the Local Government Act 2003 together with a general power of competence.

## 7.0 SIGNIFICANT IMPLICATIONS

7.1. None

## 8.0 APPENDICES

8.1. None

<u>Source Documents</u>	<u>Location</u>
1: October 2017 Combined Authority Board Paper 1a: Appendix A short list 1b: Appendix B Evaluation criteria 2: March 2018 Combined Authority Board Paper 2a: Appendix A March 18 2b: Appendix B March 18	1: <a href="#">CA Board Report Oct 2017</a> 1a: <a href="#">App A Shortlist</a> 1b: <a href="#">App B Evaluation criteria</a> 2: <a href="#">CA Board Report March 2018</a> 2a: <a href="#">Appendix A March 18</a> 2b: <a href="#">Appendix B March 18</a>



<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.4</b>
<b>09 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

## THE CAMBRIDGESHIRE AUTONOMOUS METRO PUBLIC CONSULTATION

### 1.0 PURPOSE

- 1.1. This paper invites the Transport and Infrastructure Committee to authorise an initial non-statutory public consultation in the early part of the New Year to inform the CAM programme Outline Business Case, in line with the requirements of the government’s transport appraisal requirements guidance.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref:</b>	<b>Key Decision: No</b>
<p>The Committee is recommended to:</p> <p>(a) Agree in principle that a non-statutory public consultation on the CAM should be undertaken in the early part of the New Year</p> <p>(b) Note that further details of the consultation will be provided to the Combined Authority Board for approval at its meeting on 29 January 2020.</p>	<p><b>Voting arrangements</b></p> <p>Simple majority of all Members</p>

### 2.0 BACKGROUND

- 2.1. The Combined Authority is developing the Outline Business Case for the Cambridgeshire Autonomous Metro. The OBC will be compliant with the HM Treasury Green Book, which is the benchmark for investment appraisal for infrastructure projects, and with the Department for Transport’s WebTAG appraisal guidance. This approach is required under the Combined Authority’s Assurance Framework.
- 2.2. At OBC stage, the guidance requires a non-statutory public consultation to be carried out on options under consideration. The findings of the consultation will

influence the development of the scheme, and support the preparation of the application for a Transport and Works Act Order for the project. There will also be further public consultation at later stages of the project. The proposed non-statutory consultation is the form of consultation appropriate for this stage of scheme development.

- 2.3. The CAM OBC programme team has developed a Consultation Strategy alongside its work evaluating options. Officer colleagues from the City and South Cambridgeshire's Joint Planning Service, and from the Greater Cambridge Partnership, have been involved in discussions about both the options and the consultation strategy. Those discussions are ongoing and will continue through January.
- 2.4. The scope of the consultation will focus on identifying the level of public support for (a) the overall CAM network and (b) elements of the route alignment, especially the tunnelled section.
- 2.5. OBC development is proceeding at pace. The programme indicates that the consultation should begin in early 2020. It is therefore proposed that the Committee endorse the principle of the consultation at its January meeting and that the Combined Authority Board agree the content and logistics of the consultation at the end of the month.

### **3.0 FINANCIAL IMPLICATIONS**

- 3.1. This is budgeted activity within the agreed CAM OBC budget.

### **4.0 LEGAL IMPLICATIONS**

- 4.1. Failure to conduct the appropriate consultation at each project stage would undermine the legal robustness of the eventual application for an Order under the Transport and Works Act 1992.

### **5.0 OTHER SIGNIFICANT IMPLICATIONS**

- 5.1. None noted.

### **6.0 APPENDICES**

- 6.1. None



<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.5</b>
<b>09 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

**THE CAMBRIDGESHIRE AUTONOMOUS METRO PROGRAMME: REGIONAL  
ARMS SOBC TENDER DOCUMENT PREPARATION**

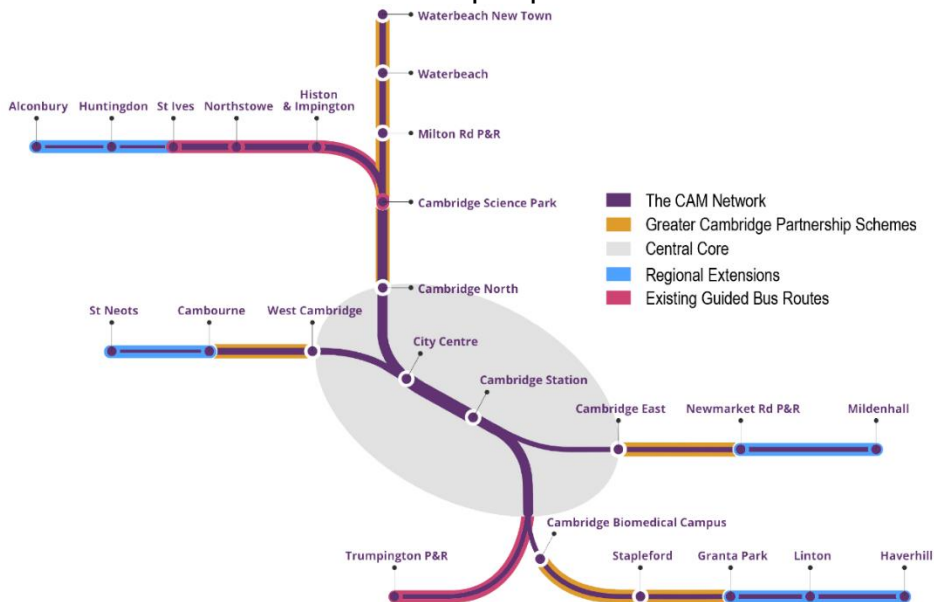
**1.0 PURPOSE**

1.1. The CAM will provide a high quality and fast transport network that will transform transport connectivity across the Cambridge and Peterborough area. This paper seeks approval and funding to commence with the development of the SOBC brief and tender documents for the regional arms of the network, earlier than planned, with the intention of commencing the production the SOBC for the Alconbury regional extension in Summer 2020. To progress this, the CPCA CAM programme team are requesting approval for £100,000 drawn from uncommitted contingency within the CAM OBC project budget to fund the early development of the CAM Regional Arms SOBC tender documents.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery and Strategy</b>
<b>Forward Plan Ref: Insert ref no on FP</b>	<b>Key Decision: No</b>
<p>The Transport and Infrastructure Committee is invited to:</p> <p>(a) Recommend to the Combined Authority Board the approval of early development of the CAM regional arms SOBC tender documents as part of the wider CAM programme and for £100,000 to be utilised from uncommitted contingency within the current 19/20 CAM OBC budget to fund the early development of these documents.</p>	<p><b>Voting arrangements</b></p> <p>Simple majority of all Members</p>

## 2.0 BACKGROUND

- 2.1. The Cambridgeshire & Peterborough Combined Authority, working with the GCP are developing the Cambridgeshire Autonomous Metro (CAM) which will provide a high-quality, fast and reliable transport network that will transform transport connectivity across the Greater Cambridge region. The vision for the CAM programme is to create an expansive metro network that seamlessly connects Cambridge City Centre, key rail stations (Cambridge, Cambridge North and future Cambridge South), major city fringe employment sites and key 'satellite' growth areas, both within Cambridge and the wider region. The CAM project is a key project for the purposes of the Combined Authority's Business Plan 2019/20.
- 2.2. The CAM is planned to be developed across the Greater Cambridgeshire region and the current CAM network map is provided below:



- 2.3. The CAM OBC for the core city centre tunnelled section is underway. The GCP schemes are also at OBC stage. It is now timely to begin the development of the SOBC's for the CAM regional arms to ensure efficient public transport will be accessible for the wider public in the Cambridgeshire region.
- 2.4. The initial activities to be undertaken will be to prepare the tender documents for the procurement of the services of a consultancy to undertake the production of the SOBC for one or more of the CAM Regional Arms to:
- St Ives to Alconbury
  - Cambourne to St Neots
  - Newmarket P&R to Mildenhall
  - Granta Park to Haverhill



2.5. The key considerations that the CAM regional arm SOBCs need to address to meet the requirements of the DfT five case model include, but are not limited to, the following:

- (a) Build upon the work undertaken to date on the CAM OBC for the core city centre tunnelled section to promote the overall CAM programme. Its primary role is a platform for growth and a way to connect communities, bring forward housing projects and create jobs.
- (b) Ensure that the SOBC is focused on the route and the economic benefits of CAM, both to local businesses and as a system that could be exported to other areas.
- (c) The integration of the CAM Regional Arms with the GCP segregated transport corridors (CAM Phase 1) corridors from Cambridge to Camborne (C2C), Cambridge to Granta Park (CSET), Cambridge East Access and Cambridge A10 to Waterbeach and the CAM core city centre tunnel network with proposed transport nodes.
- (d) The frequency of service that the CAM Regional Arms could achieve at full operational capacity and the implications on the wider CAM network.
- (e) The projected capital and operational cost and the sources of funding that could be leveraged from the public and private sectors to deliver the CAM Regional Arms.
- (f) Integration of the Regional Arms with the wider Cambridgeshire and Peterborough public transport network.

2.6. The proposed budget to produce a brief as well as tender documents for the Regional Extensions of the CAM is based on the reported cost of producing the SOBC brief and tender documents for the CAM Core section. To progress this, the CPCA CAM programme team are requesting that £100,000 be released from the current 19/20 CAM Budget OBC to fund the early development of the CAM Regional Arms SOBC tender documents.

### **3.0 LEGAL IMPLICATIONS**

3.1. Any procurement will be conducted in accordance with Combined Authority's Contract Procedure Rules.

### **4.0 OTHER SIGNIFICANT IMPLICATIONS**

4.1. None noted

### **5.0 APPENDICES**

5.1. None





<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.6</b>
<b>09 JANUARY 2019</b>	<b>PUBLIC REPORT</b>

## **DELEGATION OF PASSENGER TRANSPORT POWERS AND THE TRANSPORT LEVY FOR 2020/21**

### **1.0 PURPOSE**

- 1.1. To consider the 2020-21 Transport Levy and Transport Delegations and make recommendations to the Combined Authority Board.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>Mayor James Palmer</b>
<b>Lead Officer:</b>	<b>Paul Raynes</b>
<b>Forward Plan Ref:</b>	<b>Key Decision: Yes</b>
The Transport and Infrastructure Committee is recommended to:  (a) Recommend to the Combined Authority Board the delegation of the role of Travel Concessionaire Authority and other powers set out in paragraph 2.8 to Cambridgeshire County Council (CCC) and Peterborough City Council (PCC) for the 2020/21 financial year  (b) Recommend the amount and apportionment of the Transport Levy (2020/21 financial year) set out in paragraph 2.13 for agreement by the Combined Authority.	<b>Voting arrangements</b>  Simple majority of all Members

### **2.0 BACKGROUND**

#### **Current Transport Legal Framework**

- 2.1. The Cambridgeshire and Peterborough Combined Authority is the area's statutory Transport Authority. Transport Authority functions primarily relate to transport planning, bus services and transport operations. These powers and duties include powers and duties contained within Parts 3 and 4 of the Transport Act 1985 that can be summarised as:

- (a) Duty to produce a Local Transport Plan;
- (b) Production of a Bus Strategy;
- (c) Rights to franchise local bus services within its area, subject to the completion of the process set out in the Bus Services Act 2017;
- (d) Powers to enter into quality bus partnerships and enhanced partnerships;
- (e) Responsibility for the provision of bus information and the production of a bus information strategy;
- (f) Role of Travel Concession Authority;
- (g) Financial powers to enable the funding of community transport; and
- (h) Powers to support bus services.

2.2. Cambridgeshire County Council and Peterborough City Council are statutory Highway Authorities under the Highways Act 1980.

### **The Role of the Combined Authority**

2.3. As the Local Transport Authority (LTA), the Authority is responsible for shaping and guiding strategic transport decisions that affect the area. This ensures that future transport interventions are co-ordinated, coherent and support the long-term economic and social development of the whole region.

2.4. The Authority typically exercises its strategic transport responsibilities through four key broad areas of work:

- (a) Passenger transport – Bus service provision, light rail, tram and variations thereof, and concessionary travel provision;
- (b) Strategic transport schemes – Which are considered to have a major impact on mobility, and that typically require substantial capital funding;
- (c) Transport planning – Developing strategies and plans that have broad, geographical coverage and require integrated transport solutions; and
- (d) Engagement with national and regional bodies such as the Department for Transport (DfT), National Infrastructure Commission, the strategic road and rail authorities, and sub-national transport bodies.

2.5. The Authority's focus since its creation has been on leading the delivery of strategic transport schemes, transport planning and engaging with national and regional bodies, whilst delegating the passenger transport powers to PCC and CCC.

2.6. Responsibility for the strategic road and rail network remains with Highways England and Network Rail. However, the Authority has a key role in lobbying these parties and, where appropriate, jointly promoting and developing schemes to ensure that any developments meet the requirements of the area.

2.7. The Authority continues to be the driving force for the development and delivery of bold and ambitious transport programmes. The Authority draws upon the resources and expertise of a range of organisations to develop and deliver these programmes of work. This includes other public bodies, including the

constituent members of the Authority, the private sector, public/private partnership and special purpose delivery vehicles/mechanisms.

## **Delegation of transport powers to Cambridgeshire County Council and Peterborough City Council**

- 2.8. For the forthcoming 2020/21 financial year the Authority proposes to continue with the existing delegation of passenger transport functions to CCC and PCC. Any further delegation or sub-delegation on their part requires a further decision of the Combined Authority. These functions are outlined below:
- (a) The role of Travel Concessionaire Authority;
  - (b) Funding and management of the bus service including the ability to let contracts and enter into Advanced Quality Partnership Schemes and Enhanced Partnership Schemes;
  - (c) Provision of socially necessary bus services; and
  - (d) Provision of bus information, including Real Time Passenger Information.
- 2.9. The delegation of the powers included in para 2.8 aligns with the Transport Levy for 2020/21 outlined within this paper. The Transport Levy includes the funding to perform the delegated powers that this report recommends the Board to approve.
- 2.10. While passenger transport powers have been delegated to PCC and CCC, the Authority commissioned in 2018 a Strategic Bus Review to look at the options for improving public transport. The Board approved in January 2019 the creation of the Bus Reform Task Force to adopt an integrated approach to public transport. The meeting of the member-led Bus Reform Task Force took place in December 2019. Whilst delegating the passenger transport functions, the Authority will work in partnership and will fund this work.

## **Background to the Transport Levy**

- 2.11. The Transport Levying Bodies (Amendment) Regulations 2018 require the Combined Authority to set a transport levy, raised from the two upper tier councils, to meet the cost of carrying out its transport functions.
- 2.12. It is proposed that for the coming year as in 2019-20, the levy should be set to cover the anticipated costs of providing the passenger transport functions delegated to the two upper tier councils. The levy will then be passported back to the councils to fund the delegated functions.
- 2.13. Following discussions with CCC and PCC, the levy amounts proposed for 2020-21 are:

Peterborough City Council	£3,849,906
Cambridgeshire County Council	£8,497,733

2.14. The risks around the levy have been thoroughly examined in relation to Concessionary Fares; subsidised bus services; community transport; and the Bus Service Operators Grant. A number of contracts are up for re-tender in the 2020/21 financial year (ten in total for CCC and a significant majority of contracts in PCC). Over the course of 2019/20, the re-tenders saw an average increase of 12% in price for 2020/21. The impact from this could be minimised and partially offset by seeking to extend rather than renew some of the tenders. However, on balance it appears that it should be possible to deliver existing services within the existing budget.

### **Ongoing work**

2.15. It is the ambition of the Authority and that of the upper tier authorities to continue to examine the ongoing position with regards the Delegations of transport powers and the associated Transport Levy with recommendations to be made to the Transport & Infrastructure Committee and subsequently the Board during the course of the 2020/21 financial year.

### **3.0 SIGNIFICANT IMPLICATIONS**

3.1. None not described elsewhere in this paper.

### **4.0 FINANCIAL IMPLICATIONS**

4.1. The levy amounts recommended in this paper align with the draft Medium-Term Financial Plan agreed by the November Board.

### **5.0 LEGAL IMPLICATIONS**

5.1. None not described elsewhere in this paper.

### **6.0 OTHER SIGNIFICANT IMPLICATIONS**

6.1. None

### **7.0 APPENDICES**

7.1. None



<b>TRANSPORT AND INFRASTRUCTURE COMMITTEE</b>	<b>AGENDA ITEM No: 2.7</b>
<b>09 JANUARY 2020</b>	<b>PUBLIC REPORT</b>

## HUNTINGDONSHIRE TRANSPORT STRATEGIC STUDY

### 1.0 PURPOSE

- 1.1. In April 2018 the A141 Huntingdon Capacity Study (commissioned by Cambridgeshire and Peterborough Combined Authority) and the St Ives Area Transport Study (commissioned by Cambridgeshire County Council) commenced as a joint delivery study to consider the capacity challenges in the area. In March 2019 the Combined Authority subsequently approved the commissioning of a Huntingdon Third River Crossing study to consider capacity challenges in the area and the potential opportunities to relive this.
- 1.2. Emerging findings from the A141 Huntingdon Capacity Study and St Ives Area Transport Study suggest that the wider growth issues in the area need to be looked at in the rounds. It is therefore proposed that this work be extended to include the Huntingdon Third River Crossing issue.
- 1.3. Following the outcomes of this change and any recommendations, a further decision would be taken on the necessity to undertake further standalone study of the Huntingdon Third River Crossing.

<b><u>DECISION REQUIRED</u></b>	
<b>Lead Member:</b>	<b>James Palmer, Mayor</b>
<b>Lead Officer:</b>	<b>Paul Raynes, Director of Delivery &amp; Strategy</b>
<b>Forward Plan Ref: 2019/xxx</b>	<b>Key Decision: No</b>
<p>The Transport and Infrastructure Committee is recommended to:</p> <ol style="list-style-type: none"> <li>(a) Approve scope change on the A141 Huntingdon Capacity Improvements study and St Ives Area Study to consider the impact of a Third River Crossing at Huntingdon</li> <li>(b) To approve the drawdown of budget of £150,000, from the previously approved Huntingdon Third River Crossing budget within the MTFs</li> <li>(c) Advise on any issues requiring consideration within these proposals</li> </ol>	<p><b>Voting arrangements</b></p> <p>Simple majority of all Members</p>

## **2.0 BACKGROUND**

- 2.1. There is existing congestion in the Huntingdon area. With known growth already allocated in the Local Plan to 2017 and the prospect of future growth, this is set to worsen. As a result, the A141 Huntingdon Capacity Study (Combined Authority Funded), St Ives Area Transport Study (CCC Funded but jointly delivered) and the Huntingdon Third River Crossing study (Combined Authority funded) were approved and commissioned to consider opportunities to overcome both current and future challenges. The Huntingdon Third River Crossing is a key project for the purposes of the Combined Authority's Business Plan 2019/20.
- 2.2. On review of the issues associated with each study and the progress of the advanced A141 Huntingdon Capacity Study and the St Ives Area Transport Study, it has become clear that congestion issues affecting Huntingdon and its neighbouring areas need to be considered fully and thoroughly, so that the scope of studies is not focused in a way that risks producing competing solutions to the same problems.
- 2.3. It has become apparent that any findings from these studies need to consider the scope identified for the Huntingdon third River Crossing Study.
- 2.4. In addition, since the studies detailed in this document were commissioned, the new A14 from the A1 to Swavesey has opened a year early. With the existing A14 permanent closure between Spittals and Godmanchester now in place, it is sensible that we conduct new traffic surveys for the wider corridor to include all three of the studies to better inform recommendations.
- 2.5. It is recommended therefore that the original A141 Huntingdon Capacity Study and St Ives Area Transport Study scope be amended to include assessment of the need for the Third River Crossing in transport terms as a supplemental technical note. The A141 brief currently includes a sensitivity test looking at the impact of an additional river crossing, specifically in relation to the level of improvement of the A141 needed if there was a Third River Crossing. This now needs to be supplemented by carrying out modelling showing the impact of alternative solutions with and without Third River Crossing scenarios. The key change to the existing studies over and above the additional run set out above is revised analysis and emphasis of both the existing A141 work, and the additional run which will need to be carefully worked through, challenged, and reported.
- 2.6. The change to the study scope means that it will be necessary to compare the performance of the wider road network as a result of both schemes.
- 2.7. Once this test has been completed it will then be necessary to assess the level of change to any A141 scheme to provide the same potential benefits as the Third River Crossing on the wider road network.



2.8. In addition to the transport modelling work detailed above there will be a high level environmental desktop study specifically for the study area in relation to the Huntingdon Third River Crossing.

### **3.0 NEXT STEPS**

3.1. Subject to funding reassignment approval by the Transport and Infrastructure Committee and Combined Authority board it is proposed to instruct the Cambridgeshire County Council and their supplier in the form of a variation to conduct the necessary work to deliver the revised scope outputs.

### **4.0 RECOMMENDATIONS TO THE COMMITTEE**

4.1. The Transport Committee is invited to:

- (a) Approve scope change on the A141 Huntingdon Capacity Improvements study
- (b) To approve the drawdown of budget of £150,000.00, from the previously approved Huntingdon Third River Crossing budget within the MTFS
- (c) Advise on any issues requiring consideration within these proposal

### **5.0 FINANCIAL IMPLICATIONS**

- 5.1. There are no significant financial implications to report at this stage
- 5.2. Officers consider the scope and outcomes of all the studies combined will reduce any duplication of effort and provide better value for money.

### **6.0 LEGAL IMPLICATIONS**

6.1. There are no direct legal implications at this stage

### **7.0 SIGNIFICANT IMPLICATIONS**

7.1. None

### **8.0 APPENDICES**

8.1. None

<u>Source Documents</u>	<u>Location</u>
NA	NA

