

Item

DRAFT LOCAL TRANSPORT PLAN CONSULTATION RESPONSE



To:

Councillor Nicky Massey, Executive Councillor for Transport and Community Safety

Planning & Transport Scrutiny Committee 16 July 2019

Report by:

Stephen Kelly, Joint Director of Planning and Economic Development for Cambridge and South Cambridgeshire

Tel: 01223 457103 Email: stephen.kelly@cambridge.gov.uk

Wards affected:

All

Not a Key Decision

1. Executive Summary

- 1.1 The purpose of this report is to inform Cambridge City Council's response to the Cambridgeshire Peterborough Combined Authority Draft Local Transport Plan consultation, by setting out key response points to inform discussion and agreement of key issues to inform a full response being agreed by the Executive Councillor in an out of cycle decision in consultation with Chair and Spokes and submitted ahead of the consultation deadline. Discussion with South Cambridgeshire District Council suggests that there is potential to prepare a joint response on some or all issues, potentially also with other partners. This report sets out key response points for discussion, to be refined following the meeting.
- 1.2 Cambridgeshire & Peterborough Combined Authority is now the transport authority responsible for producing a Local Transport Plan. They are consulting on a draft Local Transport Plan between 17 June and 27 September 2019. The draft Local Transport Plan sets out the vision, goals and objectives (which will define the strategic approach up to 2050) and the policies designed to deliver the objectives. It also identifies a programme of transport schemes to deliver the plans objectives.

- 1.3 In summary, as a direction of travel the plan 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. The Draft LTP continues to provide a framework for the transport schemes listed include 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.
- 1.4 The LTP also aims to provide a platform for future growth, and 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. 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 the new Greater Cambridge Local Plan. The plan making process will commence this year with an Issues and Options consultation. In due course the LTP will need to be updated to respond as necessary to the new Local Plan's development strategy. 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.

2. Recommendations

- 2.1 The Executive Councillor is recommended to:
- a) To note the initial response to the Local Transport Plan consultation as set out in appendix 1.
 - b) Agree the wording of a final joint response and/or any individual response to though an out of cycle decision, in consultation with Chair and Spokes.

3. Background

Overview

- 3.1 The Devolution Deal of 2017 gave the Combined Authority (CPCA) the role of the Local Transport Authority from Cambridgeshire County Council. One of the key responsibilities of the Local Transport Authority is the development of a new Local Transport Plan (LTP), to set out plans and strategies for maintaining and improving all aspects of the local transport system.
- 3.2 The new LTP will replace the Interim Local Transport Plan published in June 2017 which effectively adopted the previous County Council LTP as CPCA documents.

Draft LTP Content

- 3.3 The Draft LTP set out four intended functions:
- To support the growth within the current Local Plans and inform the next round of local plan development;
 - To provide a platform for the development of a transport network and policy framework that can support the level of growth identified in the Cambridge and Peterborough Independent Economic Review (CPIER) and Growth Ambition Statement;
 - To provide the policy foundation for the Combined Authority's priority projects identified within the 2019/20 Cambridgeshire and Peterborough Combined Authority Business Plan;
 - To provide the policy foundation for development of the Non-Statutory Spatial Framework Phase 2.
- 3.4 The draft Local Transport Plan sets out the vision, goals and objectives (which will define the strategic approach up to 2050) and the policies designed to deliver the objectives. The main draft LTP document includes:
- Chapter 1 explains the role and purpose of a Local Transport Plan, reviews evidence and sets out our vision, goals and objectives for transport in Cambridgeshire and Peterborough
 - Chapter 2 provides the overarching strategy for the area.
 - Chapter 3 includes area specific details of the strategy, including a specific section for Greater Cambridge;
 - Chapter 4 sets out a summary of the draft policies that have been identified to support delivery of the Local Transport Plan
 - Appendix A provides a high-level delivery plan, describing each transport scheme, the local issues and strategic objectives it will address, the timescale, delivery partners, and status.
- 3.5 A draft evidence base annex provides evidence of the current & future transport, economic, social and environmental situation to provide a context for plan making.
- 3.6 The plan is accompanied by a draft annex of transport policies. Policies provide principles for decision making, to guide the CPCA and partners towards achieving the identified transport goals. They are structured around the themes and objectives of the main transport plan.
- 3.7 The Vision proposed in the draft LTP is: 'To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all'.
- 3.8 The vision is intended to capture the aspirations for Cambridgeshire and Peterborough's transport network, reflecting future 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 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.

- 3.9 These are then reflected in 10 objectives, themes under environmental, social and economic issues.
- 3.10 The plan sets out an overarching strategy for the future of transport. CPCA has a growth ambition statement, to nearly double economic output over 25 years. To accommodate growth sustainably the transport strategy says this means improving journey times and reliability, enhancing the network to accommodate as many existing and new journeys as sustainably as possible, and investing in new transport technologies. It also means improving access for communities to jobs, services and facilities, supporting mode shift away from the car. The LTP seeks to facilitate economic growth, connecting people to jobs, and connecting businesses. It seeks to ensure transport initiatives improve air quality across the region to exceed good practice standards, and to respond and climate change.
- 3.11 Objectives include to 'Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change', and to 'Ensure transport initiatives improve air quality across the region to exceed good practice standards.' The plan also proposes to apply biodiversity net gain principles to transport initiatives.
- 3.12 Transport schemes that have been included in the draft LTP have been selected from a number of sources: the priority schemes and studies of the Combined Authority, previous Local Transport Plans for Cambridgeshire and Peterborough, the Greater Cambridge Partnership's work, and Local Plans. They have been subject to a scheme assessment process before being include in the draft LTP, and will be subject to further testing through the scheme development process.
- 3.13 A Transport Delivery Plan is proposed to be prepared, with details of how the transport improvements will be delivered but does not form part of the current draft documents. The Transport Delivery Plan will be developed in parallel to the public consultation on the draft LTP to identify the phasing of schemes and implementation of new policies, identify lead sponsors for delivery along with key delivery partners, and identify known and potential funding and financing sources/options. This will be reviewed annually.
- 3.14 Funding of schemes will come from a range of sources. The City Deal is funding the Greater Cambridge Partnership programme. Other potential sources of funding listed, both to start new transport schemes and continue with existing projects, include: Central Government funding, for example the Housing Infrastructure Fund, and the Growth Deal; direct contributions from private companies and/or developers; Mayoral Community Infrastructure Levy/Strategic Infrastructure Tariff; Business Rates Supplement and/or Increment Retention;

Council Tax Precept and/or Increment Retention; Stamp Duty Increment Retention; and Land Value Capture mechanism.

- 3.15 The strategy for the Greater Cambridge area includes the following schemes:
- CAM Central tunnelled infrastructure within Cambridge;
 - First phase of the CAM through the GCP corridor schemes - to Cambourne, Granta Park, Cambridge East and Waterbeach (includes segregated HQPT, cycling, and new P&Rs)
 - Milton and Histon Road Improvements to aid buses and cycling;
 - Additional Park & Ride sites and capacity (West of Cambridge near Trumpington, Longstanton) Changing P&R's to act as travel hubs and interchanges between CAM and local buses / demand responsive transport.
 - Rural Travel Hubs;
 - A new station at Cambridge South, relocation of Waterbeach Station;
 - Additional rail services, including faster, more frequent services between Peterborough, Ipswich and Norwich to Cambridge and Stansted Airport, and, Newmarket to Cambridge doubletracking, and Ely Junction improvements, electrification of rural routes.
 - Dutch-type segregated walking and cycling infrastructure including the Greater Cambridge Partnership's Greenways programme, Chisholm Trail, and Wider Cambridgeshire Cycling Interventions;
 - Cycling improvements in Cambridge - Mill Road Railway Bridge Widening, Jesus Green Lock, Coldhams Lane Improvements, Riverside Improvements
 - City Access and Choices for Better Journey – public transport network improvements and road space demand management in Cambridge being considered by GCP; improvements to the A10(N) between Cambridge and Ely Multimodal study of the A505 corridor;
 - Girton Interchange Study exploring the case for improvements to add additional links not served by the existing junction, subject to engineering feasibility and value for money;
 - Pinch point schemes like Foxton Level crossing (testing feasibility of a bridge).
- 3.16 In addition East West Rail (East West Rail Company), Oxford Cambridge expressway and Caxton to A1 A428 improvement scheme, M11 Smart Motorway (Highways England) are also referenced.
- 3.17 The Cambridgeshire Autonomous Metro (CAM) is a key part of the draft LTP. This will link key destinations in Cambridge, such as the Cambridge Biomedical Campus, City Centre and Northern Fringe, to each other and key corridors from the city, including to St Ives, Cambourne, Waterbeach, Trumpington, Haverhill (via Granta Park) and Mildenhall. It is envisaged to operate with bespoke, electric vehicles, which can operate on existing busway corridors and future segregated public transport links without the need for steel rails. It will be largely segregated from traffic – achieved in the city centre through tunnelling – with dedicated stops and real-time information. The CPCA have committed funding to the Outline Business Case stage.
- 3.18 Whilst not listed as a scheme at this stage, the draft LTP includes that the CPCA may also explore the case for an extension to the M11, or a new dual-carriageway standard route, from Cambridge to Chatteris, March and Wisbech. This would aim to encourage investment

in north Cambridgeshire, and share the benefits of the success of the Greater Cambridge area.

- 3.19 Another key element is implementation of the Strategic Bus Review, including a review of bus operating models and provision for new rural travel hubs and optimised use of subsidies. Rail Capacity improvements will also be informed by the Cambridgeshire Rail Capacity Study. The plan also supports the roll out of digital infrastructure, and the work of Smart Cambridge.
- 3.20 In addition to the major schemes, to help promote walking and cycling, the CPCA will develop Local Cycling and Walking Implementation Plans (LCWIPs) to provide evidence for prioritised investment in cycling and walking infrastructure.
- 3.21 Following consultation, the responses will be reviewed and the final LTP will be adopted in December.

Approach to responding to the consultation

- 3.22 In preparing a suggested response to the current consultation, Greater Cambridge Planning Service officers are engaging with a range of officers, including from the Greater Cambridge Partnership. A proposed response will also be considered through South Cambridgeshire member processes, at a scrutiny meeting in August and Cabinet in September.
- 3.23 It is likely that there will be many common response points, and, it is therefore currently recommended that a joint response be agreed by respective portfolio holders for the relevant authorities. There is no further programmed meeting of this committee before the consultation deadline. Therefore a high level response is proposed in these papers with the intention of a more detailed response being agreed by the Executive Councillor in an out of cycle decision in consultation with Chair and Spokes subsequent to the Cambridge Planning and Transport Scrutiny Committee meeting.
- 3.24 Given the above, it is proposed that the Planning and Transport Scrutiny Committee discusses the key response points set out in appendix 1, adding or amending points raised as appropriate, and a full response is agreed by the Executive Councillor in an out of cycle decision in consultation with Chair and Spokes ahead of the close of consultation, potentially as part of the proposed joint response together with South Cambridgeshire District Council.

4. Implications

(a) Financial Implications

- 4.1 There are no direct financial implications.

(b) Staffing Implications

4.2 There are no direct staffing implications.

(c) Equality and Poverty Implications

4.3 There are no direct equality and poverty implications.

4.4 The Draft LTP has been subject to a Community Impact Assessment. This concludes that 'The LTP has the potential to provide and improve equality and health of the communities in Cambridgeshire and Peterborough'

(d) Environmental Implications

4.5 There are no direct environmental implications.

4.6 The Draft LTP has been subject to a Strategic Environmental Assessment. The summary of assessment results states, 'Overall the LTP is likely to have significant positive social effects from increased accessibility (both affordability and connectivity), increased choice and reliability of sustainable transport modes, economic growth, and health benefits. The LTP promotes sustainable transport modes including low and zero emission vehicles which will help reduce transport-related emissions providing benefits for air quality, GHG reduction and health. The LTP promotes new road and rail transport infrastructure which has the potential for positive or negative effects depending on the location of the projects and mitigation measures incorporated into the design. Negative effects could include habitat loss and fragmentation, death, injury or disturbance to species, visual impacts, damage to heritage assets and archaeology, effect on setting of heritage assets, landtake including loss of agricultural land, and water pollution. There is also opportunity to provide positive effects through design and coordination with partners and other organisations, including habitat creation and enhancement, incorporation of green infrastructure, increased access to the natural and historic environment (although increased pressure on these assets would need to be managed), increased accessibility and connectivity, and facilitating economic growth. The LTP also contains policies that aim to reduce negative effects associated with transport infrastructure and protect and enhance the natural and built environment including requiring a Construction Environmental Management Plan (CEMP) and considering environmental protection and enhancement within project design. The SEA process has also resulted in mitigation and enhancement measures being identified for the LTP to strengthen environmental outcomes.'

(e) Procurement Implications

4.7 There are no direct procurement implications.

(f) Community Safety Implications

4.8 There are no direct community safety implications.

4.9 The Draft LTP has been subject to a Community Impact Assessment. This concludes that 'The LTP has the potential to provide and improve equality and health of the communities in Cambridgeshire and Peterborough'

5. Consultation and communication considerations

5.1 Public consultation on the draft LTP will take place from 17 June, running for 15 weeks until September 27. A series of drop-in events are taking place during the consultation period.

More information can be found on the CPCA website: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltf/>

5.2 The LTP is accompanied by supporting studies – Strategic Environmental Assessment, Habitats Regulations assessment, and Community Impact Assessment.

6. Background papers

6.1 Background papers used in the preparation of this report:

The following documents are available to view on the Cambridgeshire & Peterborough Combined Authority Website: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltf/>

- Draft Local Transport Plan
- Draft Evidence Base Annex
- Draft Policies Annex
- Strategic Environmental Assessment
- Habitats Regulation Assessment
- Community Impact Assessment

7. Appendices

Appendix 1 Council's Initial Draft Response.

8. Inspection of papers

To inspect the background papers or if you have a query on the report please contact:

Caroline Hunt, Strategy and Economy Manager
telephone: 01954 713196
email: caroline.hunt@scambs.gov.uk

Appendix 1

Council's Initial Draft Response

Overall Approach

- A.1 The Draft LTP aims and objectives towards addressing economic, social and environmental transport issues are supported. Many of the key objectives stated in the draft LTP align with those of the Council, such as:
- 'Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change'
 - 'Deliver a transport network that protects and enhances our natural, historic and built environment,
 - 'Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all'.
 - 'A commitment to environmental net gain through investment in transport'.
- A.2 Both Cambridge City Council and South Cambridgeshire District Council have declared a Climate Emergency, and target net zero carbon by 2050. The government have also announced they will bring forward legislation to set a 2050 Net Zero target into law. It is crucial that the LTP responds to these issues, and the LTP strategy should reflect this more clearly.
- A.3 The commitment to environmental net gain through investment in transport is also supported, and further consideration should be given to how implementation of transport schemes and policies can support the work of the Local Nature Partnership.
- A.4 As a direction of travel the plan offers very positive outcomes, 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.
- A.5 Delivery of the plan will need effective engagement with Local Planning Authorities, including regarding approaches to funding.

Planning for Future Growth

- A.6 One of the key functions of the LTP is to support the growth identified by the current local plans. These plans are reflected in Phase 1 of the CPCA Non-Statutory Spatial Framework, with time horizons out to the early / mid 2030s. The draft LTP responds to the current Local Plans and development strategy.
- A.7 The Draft LTP continues to provide a framework for the transport schemes listed include 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.

- A.8 The LTP also aims to provide a platform for future growth, and 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.
- A.9 Development of the LTP was intended to be in parallel with the Non-Statutory Spatial Framework Phase 2, which would look towards 2050. It should be noted that 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.
- A.10 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 the new Greater Cambridge Local Plan. The plan making process will commence this year with an Issues and Options consultation.
- A.11 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.

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.

[LTP Policy Annex](#)

Policy Theme 1 Housing and Development

- A.12 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.
- A.13 Comments: The aims of the enabling development policies are supported. It addresses reducing the need to travel, prioritising sustainable modes, and access to jobs, services and

amenities. However, this section should also make clear that a number of these goals will be delivered by working with the Local Planning Authorities through the statutory planning process.

Policy Theme 2 Improve Access to Jobs

- A.14 Summary: highlights that the CPCA will 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'.
- A.15 Comments: The policy principles are supported. Policy 2.1.2 regarding the requirements on developers reflect national policy, but should also express an ambition to achieve more significant benefits in cooperation with developers. There are sites in Greater Cambridge, such as North East Cambridge, where there are genuine opportunities to significantly change transport behaviours. Similarly, policy 2.1.3 regarding parking should addresses situation 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. These issues are expressed more positively in theme 2.2 regarding expanding access to labour markets, and includes more ambitious measures such as demand management, promoting greater use of sustainable modes, use of travel hubs, measure to reduce the need to travel through flexible working, and use of intelligent mobility solutions. These measures are supported.

Policy Theme 3 Enhance business connections:

- A.16 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 to work with partners to: improve connectivity to international gateways and large centres; deliver an integrated transport network navigable by passenger 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 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.

Comments:

- A.17 Policy goals and measures are supported. 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 success fully are important to the success of the area. 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.

Policy Theme 4 Secure resilience and reliability

- A.18 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.
- A.19 Comments: Making the transport network responsive to climate change is an important issue, and propose measures to design and build new transport infrastructure with climate change in mind are supported.

Policy Theme 5 Embed Safety

- A.20 Summary: Includes measures to address safety and security. Proposing a multi-agency approach to improving road safety.
- A.21 Comments: The 'Vision Zero' – zero fatalities or serious injuries – and proposals for a 'safe systems' approach, across the Combined Authority area are supported.

Policy Theme 6 Deliver affordable and accessible transport networks.

- A.22 Summary: Policies propose to work with transport operators to make public transport more affordable and flexible. Includes support for technological developments such as connected and autonomous vehicles (CAVs), and Mobility as a Service (MaaS) business models, and increasing accessibility to transport data (such as real time service information). The Plan sets out the CPCA approach to promote and support work undertaken by Smart Cambridge, and its role-out across the Combined Authority area; provide the infrastructure which will enable the uptake and optimisation of new transport technologies; and guiding the development of a regulatory framework under which new transport technology providers operate. The plan also supports working with partners to secure the introduction of electric vehicle charging points on the road network to facilitate use of electric vehicles, including taxis.
- A.23 Comments: These have the potential to benefit many people, but there is also a need for active engagement with all community groups, including more vulnerable groups to ensure social inclusion. This is recognised in the plan. There is also continued recognition of the role of community transport. The draft LTP policies also continue to support travel planning and promote sustainable travel choices, which are important elements of reducing reliance of private cars.

Policy Theme 7 Promote healthy and active lifestyles

- A.24 Summary: addresses smarter choices and travel planning, as means of encouraging healthier transport choices and active travel. Policies list a range of measures that the CPCA and partners will apply. Improving connectivity should not be by sacrificing the quality of the 'public realm'. We want our streets to be spaces that people can enjoy as places in their own right, not simply a mechanism for getting from A to B. Sustainable, 'active' transport modes will both encourage, and be encouraged by, improvements in the public realm.
- A.25 Comments: There are parallels with the work being undertaken by Cambridge City Council in partnership with GCP regarding making space for people.

Policy Theme 8 Improve air quality.

- A.26 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.
- A.27 Comment: 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.

Policy Theme 9 Protect and enhance the environment.

- A.28 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 the Combined Authority area 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 principals are developed, environmental net gain. Policies also seek to achieve improvements to the urban realm.
- A.29 Comment: Greater Cambridge 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 biodiversity 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.

Policy Theme 10 reduce emissions.

- A.30 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.31 Comment: Both Cambridge City Council and South Cambridgeshire District Council have declared a Climate Emergency, and target zero carbon by 2050. The government have also announced they will bring forward legislation to set a 2050 Net Zero target into law. It is crucial that the LTP responds to these issues, and the LTP strategy should reflect this more clearly.
- A.32 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.
- A.33 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.

Policy Theme 11 and 12 address walking and cycling.

- A.34 Summary: Cycling 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.
- A.35 Comment: 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.
- A.36 Segregation 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.
- A.37 Maintenance of cycle infrastructure is also important, such as maintaining the width of paths by controlling vegetation. The importance of this should be referenced clearly in the plan.
- A.38 The plan includes a number of corridor schemes which will be multimodal (e.g. The CAM phase 1 schemes), and the green ways project. It will be important to consider how villages and communities away from these corridor schemes can effectively link to these routes. Links to education facilities from the villages and communities they serve should also be a priority.

Policy theme 13 delivering a seamless public transport system,

- A.39 Summary: Policies aiming 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.40 Comment: These policy goals are supported. Significant rail improvements are 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.

Policy theme 14: Rural transport services.

- A.41 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.42 Comment: 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.

Policy theme 15: Improving public transport in our towns and cities

- A.43 Summary: similarly identifies the findings of the Strategic Bus Review. It aims to deliver transformational mass transit, in the form of the CAM. address road space for buses, and respond to air quality issues, working with GCP and local councils. This includes specify, through bus operating models, the requirement for ultra-low emission hybrid and zero emission electric vehicles, to improve local air quality; seek funding from central Government sources e.g. Ultra-low emission bus scheme, to help buy ultra-low emission buses and the infrastructure needed to support them; and support establishment of a 'Clean Air Zone' within Cambridge and/or Peterborough City Centre, if pursued by local councils.
- A.44 Comment: Such measures are supported, and vital to maintain and improve the quality of the urban environment.

Policy Themes 16 and 17 address traveling by coach and rail.

- A.45 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.

Policy theme 18: The local road network.

- A.46 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. This policy then also addresses measures to reduce number of vehicles, picking up on issues addressed in other policy themes.

Policy theme 19: Parking

- A.47 Summary: explores the importance of appropriate parking levels. The importance of delivering sufficient parking in the right places, but also the costs it brings in terms of land use and potentially encouraging car travel. Policies support the use of maximum and minimum standards developed through local plans, demand management, use of technology, and encouragement of electric vehicles.
- A.48 Comment: Such measures will be important when addressing future transport issues and planning for new development, their inclusion is therefore supported.

Policy theme 20: Making long-distance journeys by car

- A.49 Summary: acknowledges that it is still important to address pinch points in the strategic road network, to alleviate congestion, improve reliability and enhance the region's accessibility. Support for Highways England schemes on A428, working with the Greater Cambridge Partnership to dual the A10 between the Milton Interchange and Waterbeach New Town, and exploring the A505 corridor.
- A.50 Comment: The road improvements proposed in Greater Cambridge largely respond to planned growth in the area, such as at Waterbeach, and must be delivered alongside the investment in infrastructure to support sustainable travel modes. The Council is responding (note separate report on Planning & Transport Scrutiny Agenda) 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 South Cambridgeshire's net zero carbon ambitions.