

Item

## **Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation response**

**To:**

Councillor Katie Thornburrow, Executive Councillor for Planning and Infrastructure

Planning & Transport Scrutiny Committee 28 June 2022

**Report by:**

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**Wards affected:**

All

### **Non-Key Decision**

#### **1. Executive Summary**

- 1.1 The purpose of this report is to inform a proposed joint Greater Cambridge response with South Cambridgeshire District Council to the current Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation.
- 1.2 Cambridgeshire & Peterborough Combined Authority is the transport authority responsible for producing a Local Transport Plan. The first Cambridgeshire and Peterborough Local Transport Plan was adopted in 2020. The Combined Authority are now consulting on a refreshed draft Local Transport & Connectivity Plan (LTCP) between 12th May and 4th August 2022. The draft LTCP sets out the vision, goals and objectives which will define the strategic approach up to 2050, and the policy themes and transport schemes to deliver those objectives.

- 1.3 A proposed response is included for agreement at Appendix 1. In summary, officers recommend a response that is strongly supportive of the vision, approach and schemes included in the draft LTCP, including for the Greater Cambridge area. Suggestions for change are mostly limited to details and amending points of fact; the proposed response recommends a very limited number of significant material additions to the draft LTCP document.

## **2. Recommendations**

2.1. The Executive Councillor is recommended to:

- a. Agree the proposed response to the draft Local Transport & Connectivity Plan consultation as set out in appendix 1 .
- b. Consider and agree any material changes to the response to the draft Local Transport & Connectivity Plan consultation proposed by South Cambridgeshire District Council, in consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee, and in liaison with the South Cambridgeshire Lead Cabinet Member for Planning.
- c. Agree to grant delegated authority to the Joint Director of Planning and Economic Development, in liaison with the South Cambridgeshire Lead Cabinet member for Planning and the Cambridge City Council Executive Councillor for Planning and Infrastructure, to make any minor editing changes to the response to the draft Local Transport & Connectivity Plan consultation.

## **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 Local Transport Plan (LTP), to set out plans

and strategies for maintaining and improving all aspects of the local transport system. All future transport projects for Cambridgeshire & Peterborough will be guided by the plan, which will be submitted to Government.

- 3.2 The LTCP is prepared in the context of England's Economic Heartland's Regional Transport Strategy 2021, for an area similar to the Oxford to Cambridge Arc including Cambridgeshire and Peterborough. That strategy identified a five point plan of action addressing decarbonising our transport system, promoting investment in digital infrastructure, delivering strategic transport schemes, championing increased investment in active travel, and ensuring that the needs of freight are met whilst lowering its environmental impact. It also identified strategic transport schemes such as East West Rail, Cambridge South Station, as well as the CAM Metro scheme being proposed at the time. Although the draft LTCP doesn't make explicit reference to the Regional Strategy, the themes and schemes are aligned, with the exception of the CAM Metro scheme which is not now being pursued by the CPCA, although the component Greater Cambridge Partnership corridor schemes remain fully relevant.
- 3.3 As the Regional Transport Strategy provides context for the LTCP, the LTCP itself is a strategic document, setting the direction but not including detail on all topics – a role to be fulfilled by a number of 'child' documents including, for example, a Digital Connectivity Infrastructure Strategy, an Active Travel Strategy, and area based strategies. This will include an update to the Transport Strategy for Cambridge and South Cambridgeshire that supported the 2018 adopted Local Plans (approved in 2014 as a child document to an earlier LTP, both of which were prepared by Cambridgeshire County Council as the transport authority prior to the establishment of the CPCA). The new child document to the new LTCP will be prepared alongside the Greater Cambridge Local Plan.
- 3.4 The draft Local Transport and Connectivity Plan consultation document is an update to the first Local Transport Plan (LTP) for Cambridgeshire

and Peterborough published in 2020.

- 3.5 The addition of Connectivity as a theme within the document reflects the growing importance of digital connectivity and its impact in reducing the need to travel. The consultation website notes the additional reasons for refreshing the LTP now, including but not limited to Cambridgeshire & Peterborough Independent Commission on Climate's recommendations on how the region can decarbonise; the Combined Authority's refreshed focus on sustainable economic growth; COVID-19 travel impacts; and Government's new decarbonising transport and industrial plans.
- 3.6 The current draft Local Transport & Connectivity Plan (LTCP) consultation runs between 12th May and 4th August 2022. This follows public engagement in late 2021 on the emerging vision and objectives for the refreshed LTCP.

### **Draft LTCP content**

- 3.7 The Draft LTCP sets out the vision, goals and objectives which will define the strategic approach to transport in Cambridgeshire and Peterborough to 2050, and the policy themes and transport schemes to deliver those objectives. The document is described as a rewrite and amendment to the existing LTP, including greater focus on achieving ambitions for economic, environmental, and societal improvements outlined within the revised themes and objectives.
- 3.8 The LTCP is intended to be delivered in conjunction with the CPCA's Assurance Framework, providing a rigorous process for transport scheme prioritisation and development; and will set the framework for a Delivery Plan to be adhered to and monitored.
- 3.9 The draft LTCP document includes the following sections:
- Chapter 1: role and purpose of the LTCP; vision, goals, objectives; evidence base summary
  - Chapter 2: Our Strategy - the overarching strategy for the area,

- including principles that have been used to guide its development
- Chapter 3: Local Strategies - area-based strategies and schemes for each district, including a single Greater Cambridge section for Cambridge and South Cambridgeshire
- Chapter 4: Our Policies - a summary of the proposed transport policies intended to support the LTCP
- Chapter 5: Monitoring and Performance.

3.10 The LTCP is supported by the following documents which have yet to be published at the time of writing. A verbal update on these will be provided in the meeting:

- Our Policies, setting requirements related to transport planning and design, delivery, and operation and maintenance for all relevant partners, and providing principles which will underpin decision-making, capital investment and revenue support in our transport network
- A Public Engagement and Consultation Report
- An updated Evidence Base
- Three refreshed statutory Impact Assessments produced together as an Integrated Impact Assessment, incorporating Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA))

3.11 The refreshed LTCP vision is as follows: “A transport network which secures a future in which the region and its people can thrive. It must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper. And it must bring a region of cities, market towns and very rural areas closer together”.

3.12 The vision is supported by:

- 6 goals, intended to outline (at a high level) the wider outcomes the CPCA wants the transport network in Cambridgeshire and Peterborough to achieve. The goals address: productivity,

connectivity, climate, environment, health and safety

- 11 objectives, each referring to one of the six goals.

3.13 The LTCP strategy notes the diversity of the Cambridgeshire and Peterborough area and the resulting challenge of developing a unified transport strategy for the whole region, and identifies the importance of reducing our reliance on the private car and to decarbonising transport. The strategy section explores ten guiding principles for the LTCP, including:

- Productivity
- Connectivity
- Health
- Place making & public realm
- Safety
- Climate change
- Natural environment
- Attractive alternatives
- Demand management
- Shaping our investment.

3.14 The schemes included in the LTCP have been informed by a review of multiple sources, including:

- Independent Commission on Climate
- Cambridgeshire and Peterborough Independent Economic Review
- Previous LTPs for Cambridgeshire and Peterborough
- Developmental work by the constituent Councils, Greater Cambridge Partnership and the Combined Authority, and
- Emerging and adopted Local Plans.

3.15 For Greater Cambridge, the schemes in the draft LTCP comprise the following schemes and policy approaches which are identified as required to support existing issues and future growth:

- Bus/Public Transport
  - GCP Corridor schemes, including Cambourne to Cambridge, Cambridge South East Transport Scheme, Waterbeach to North

## East Cambridge, Cambridge Eastern Access Phase A

- GCP Travel Hubs at Cambridge South West and Foxton
- Area wide public transport improvements, including GCP's Future Bus network 2030, the ZEBRA electric bus scheme and proposals to explore demand responsive rural transport
- Active travel
  - GCP Cycle Schemes, and further opportunities identifying thirteen more active travel gaps and missing links within the city and its hinterlands that could benefit from significant improvements
- Rail
  - relocated Waterbeach rail station
  - Cambridge South Station
  - East West Rail
  - exploring options for upgrading the railway between Cambridge and Newmarket
  - Improve infrastructure and services on key rail routes south of Cambridge
- Highways
  - A10 (Ely to Cambridge)
  - A428 Black Cat to Caxton Gibbet
  - Capacity improvements to the M11 (note this is incorrect as per the proposed response)
- Multimodal
  - Royston to Granta Park multimodal scheme
  - GCP City Access/Making Connections project - the package of measures required to address current congestion and its associated environmental impacts in Cambridge. Reference is made to ongoing work regarding demand management within the city, including a mechanism to raise funding for sustainable transport improvements will also be identified, a revised road network hierarchy, and proposals for further controls on parking via an Integrated Parking Strategy.
- Policy approach: 'decide and provide' policy approach to new development where appropriate to ensure no increase in

development-related vehicular trips on the network (as per the trip budget approach used at North East Cambridge)

3.16 In addition to specific schemes, reference is made to: exploring options for orbital public transport and active travel connections around the eastern side of Cambridge in relation to the GCP Eastern Access scheme as well as further potential development at safeguarded land at Cambridge Airport (proposed to be allocated for development in the Greater Cambridge Local Plan First Proposals consultation); exploring the role new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes; and using new and developing technologies to help improve freight delivery across the city, including consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

3.17 The draft LTCP refers to a number of plans and strategies being developed to support delivery of the transport vision for Greater Cambridge, including in particular:

- The Combined Authority's intention to work with the local planning authorities of Cambridge City Council and South Cambridgeshire District to develop an update to the Transport Strategy for Cambridge and South Cambridgeshire 2014 alongside preparation of the Greater Cambridge Local Plan
- Local Walking and Cycling Plan
- Active Travel Strategy
- Rights of Way Improvement Plan
- Cambridge City Council's Making Space for People Supplementary Planning Document

3.18 Following consultation, the responses will be reviewed and the final LTCP is due to be adopted in late 2022.

### **Approach to responding to the consultation**

3.19 In preparing a proposed response to the current consultation, Greater

Cambridge Shared Planning officers have engaged with a range of officers from both Councils, as well as with officers from the Greater Cambridge Partnership and Cambridgeshire County Council.

- 3.20 The proposed response to the draft LTCP, set out at Appendix 1, focuses on the overall vision, strategy and Greater Cambridge sections. It includes a headline summary followed by detailed comments on each section.
- 3.21 The headline proposed response points comprise:
- strongly support the overall direction of the LTCP, including its vision, goals and guiding principles
  - welcome recognition of potential impacts, uncertainties, and need to learn lessons from COVID, but suggest that consideration of impacts may be more nuanced than currently presented
  - support the principle of the LTCP's commitment to a reduction in car mileage by 15%, noting that the practical implementation of this has yet to be worked through
  - support all the content included in the Greater Cambridge section, including in particular the inclusion of the GCP programme
  - strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire
  - strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support the future bus network vision
  - suggest that to support the shift towards electric vehicles, additional reference is made to the need to enhance electrical grid connection and distribution, as well as E-charging infrastructure
- 3.22 As a proposed joint response with South Cambridgeshire District Council, a mirror report is being considered by South Cambridgeshire District Council Cabinet on 11<sup>th</sup> July. Any material changes proposed by South Cambridgeshire District Council arising from that discussion would need to be agreed by the Executive Councillor via out of cycle decision, in consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee, and in consultation with the South

## **4 Implications**

### **a) Financial Implications**

*Page: 10*

There are no direct financial implications.

### **b) Staffing Implications**

There are no direct staffing implications

### **c) Equality and Poverty Implications**

There are no direct equality and poverty implications.

The Draft LTCP has been subject to a Community Impact Assessment, albeit this has not been published at the time of finalising this report. A verbal update on this topic may be provided in the meeting.

### **d) Environmental Implications**

There are no direct environmental implications.

The Draft LTCP has been subject to a Strategic Environmental Assessment, albeit this has not been published at the time of finalising this report. A verbal update on this topic may be provided in the

meeting.

#### **e) Procurement Implications**

There are no direct procurement implications.

#### **f) Community Safety Implications**

There are no direct community safety implications.

The Draft LTCP has been subject to a Community Impact Assessment, albeit this has not been published at the time of finalising this report. A verbal update on this topic may be provided in the meeting

### **5 Consultation and communication considerations**

5.1 The Cambridgeshire and Peterborough Combined Authority Draft Local Transport & Connectivity Plan consultation is running between 12th May and 4th August 2022. A series of drop-in events are taking place during the consultation period. More information can be found on the dedicated LTCP website:

<https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp/>

5.2 As responses to another organisation's consultation, officers don't consider that there are substantive additional consultation and communication issues requiring consideration.

### **6 Background papers**

Background papers used in the preparation of this report:

Draft Cambridgeshire and Peterborough Local Transport & Connectivity Plan

2022

[Draft-LTCP.pdf \(yourltcp.co.uk\)](http://yourltcp.co.uk)

Adopted Cambridgeshire and Peterborough Local Transport Plan 2020

[Local Transport Plan - Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](http://cambridgeshirepeterborough-ca.gov.uk)

England's Economic Heartland Transport Strategy

[Transport Strategy - England's Economic Heartland \(englandseconomicheartland.com\)](http://englandseconomicheartland.com)

## **7 Appendices**

Appendix 1: Proposed Greater Cambridge response to Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation.

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

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