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5 July 2022

To: The Leader – Councillor Bridget Smith
Deputy Leader – Councillor Judith Rippeth
Members of the Cabinet – Councillors John Batchelor, Bill Handley,
Dr. Tumi Hawkins, Peter McDonald, Brian Milnes and John Williams
Quorum: Three, including the Leader or Deputy Leader

Dear Councillor

This is a supplement to the previously-published agenda for the meeting of **Cabinet** on **Monday, 11 July 2022**, containing those reports which had not been received by the original publication deadline.

Yours faithfully
Liz Watts
Chief Executive

Requests for a large print agenda must be received at least 48 hours before the meeting.

Agenda		Pages
11.	Cambridgeshire and Peterborough Local Transport and Connectivity Plan: Draft Plan Consultation Response	1 - 28
12.	Neighbouring Local Plan Consultation Responses	29 - 40
15.	Acquisition 18 no. Affordable Homes in Over (Key)	41 - 46

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Report to:	Cabinet – Monday, 11 July 2022
Lead Cabinet Member:	Councillor Peter McDonald, Lead Cabinet Member for Economic Development
Lead Officer:	Stephen Kelly, Joint Director of Planning and Economic Development

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

Executive Summary

1. The purpose of this report is to inform a proposed joint Greater Cambridge response with Cambridge City Council to the current Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation.
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.
3. A proposed response is included for agreement at Appendix A. 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.

Key Decision

4. No

Recommendations

5. It is recommended that Cabinet:
 - a. Agrees the proposed response to the draft Local Transport & Connectivity Plan consultation as set out in Appendix A.

- b. Agrees to grant delegated authority to the Lead Cabinet Member for Economic Development to consider and agree any material changes to the response to the draft Local Transport & Connectivity Plan consultation proposed by Cabinet, in liaison with the Cambridge City Council Executive Councillor for Planning and Infrastructure, and in consultation with the Chair and Spokes of the Cambridge City Council Planning & Transport Scrutiny Committee.
- c. Agrees to grant delegated authority to the Joint Director of Planning and Economic Development, in liaison with the South Cambridgeshire Lead Cabinet member for Economic Development 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.

Reasons for Recommendations

- 6. The Cambridgeshire and Peterborough Local Transport & Connectivity Plan (LTCP) sets the policy framework for transport schemes and policies affecting Greater Cambridge. The draft LTCP consultation provides the main opportunity for Cambridge City Council and South Cambridgeshire District Council to contribute to the document, to ensure that it fully addresses existing and emerging issues for our area. The proposed response seeks to ensure that the document fully reflects the Council's priorities as well as the transport policies and schemes required to address existing and emerging issues for Greater Cambridge.

Details

Overview

- 7. 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.
- 8. 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.

9. 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 Cambridgeshire 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.
10. 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.
11. 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.
12. 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

13. 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.
14. 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.
15. 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.

16. The LTCP is supported by the following documents, some of which have yet to be published at the time of writing:

- 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 – not yet published
- A Public Engagement and Consultation Report – not yet published
- An updated Evidence Base – not yet published
- 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)) – now published. The conclusions to these reports are set out below at paragraph 32.

17. 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”.

18. 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.

19. 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.

20. 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.

21. 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 Grant 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)

22. 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.

23. 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

24. 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

25. 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.

26. The proposed response to the draft LTCP, set out at Appendix A, focuses on the overall vision, strategy and Greater Cambridge sections. It includes a headline summary followed by detailed comments on each section.

27. 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

28. As a proposed joint response with South Cambridgeshire District Council, a mirror report was considered by Cambridge City Council's Planning and Transport Scrutiny Committee on 28 June, following which the recommendation was agreed by the Executive Councillor for Planning and Infrastructure. Any material changes proposed by South Cambridgeshire District Council arising from the Cabinet meeting would need to be agreed by the South Cambridgeshire Lead Cabinet Member for Economic Development via an out of cycle decision, in consultation with the Cambridge Executive Councillor and in consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee.

Options

29. The options available to members are:

- Agree the proposed response to consultation without amendments
- Agree the proposed response to consultation with amendments
- Decide not to submit a response to the consultation – this option is not recommended as it would not ensure that the LTCP properly reflects the Council's priorities as well as the transport policies and schemes required to address existing and emerging issues for Greater Cambridge.

Implications

30. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

Risks/Opportunities

31. The LTCP provides policy support for transport policies and schemes that are required to address existing and emerging issues for Greater Cambridge, noting that the document in itself does not secure delivery of such schemes. The proposed response to the draft LTCP seeks to ensure that the final document provides the appropriate policy support for all required schemes, thereby managing the risk of non-delivery of these schemes, so far as the LTCP has influence over this.

Equality and Diversity

32. As a response to the draft LTCP consultation the decision to approve it has no direct equality and diversity implications. Commentary in the Integrated Impact Assessment notes the following regarding a forthcoming Community Impact Assessment: “The Community Impact Assessment for the 2020 LTP assessed 10 policy themes. The CIA takes a similar approach to the SEA and assesses new policies. It also groups projects into different types for assessment. The CIA Report will present any new assessments of the changed policies once these have been developed, and a summary of the results of the previous assessment.”

Climate Change

33. As a response to the draft LTCP consultation the decision to approve it has no direct climate change implications. The response supports the principle of the LTCP’s commitment to a reduction in car mileage by 15%, which would reduce the area’s greenhouse gas emissions.
34. The Integrated Impact Assessment Non-technical Summary notes the following in relation to environmental impacts:

“New policies for decarbonisation and connectivity were assessed to have mainly positive environmental effects, particularly in relation to reducing road traffic, greenhouse gases and vulnerability to climate change. There were also positive effects for health and accessibility.

Policies and projects carried forward from the previous 2020 LTP which involve new infrastructure, particularly road and rail have potential negative effects from habitat loss and species disturbance, loss of agricultural land, water quality and flood risk issues, and effects on the setting of the historic environment and landscape character. Project impacts will largely depend on the location and design, as many of these are at an early stage of development. However, there are also opportunities for mitigation and environmental improvements.

The LTCP doesn’t contain any new highways projects and additional projects supporting active travel, public transport, use of technology and alternative fuels will help to reduce carbon emissions and improve accessibility, air quality, safety and health. While these projects generally protect the natural and built environment, new infrastructure to support these projects can still have negative effects, for example on biodiversity, landscape, townscape and the setting of historic structures.

Mitigation has been proposed where there is potential for significant adverse effects, in addition to use of a number of indicators to monitor the effects of the LTCP”.

Health & Wellbeing

35. As a response to the draft LTCP consultation the decision to approve it has no direct health and wellbeing implications. See above references to health in the Non-technical Summary of the LTCP's Integrated Impact Assessment.

Consultation responses

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

Alignment with Council Priority Areas

Growing local businesses and economies

38. As a response to the draft LTCP consultation the decision to approve it has no direct implications for this Priority Area. The proposed response to the draft LTCP supports the LTCP's vision, which seeks to support sustainable economic growth.

Being green to our core

39. As a response to the draft LTCP consultation the decision to approve it has no direct implications for this Priority Area. See above references to environmental impacts in the Non-technical Summary of the LTCP's Integrated Impact Assessment. The proposed response to the draft LTCP seeks enhancements to the document to maximise its positive environmental impact.

Background Papers

Draft Cambridgeshire and Peterborough Local Transport & Connectivity Plan 2022
[Draft-LTCP.pdf \(yourltcp.co.uk\)](#)

Supporting documents

[Further Information - Cambridgeshire & Peterborough Combined Authority \(yourltcp.co.uk\)](#)

- Local Transport and Connectivity Plan – [Policy Review](#).
- Local Transport and Connectivity Plan – Integrated Impact [Assessment](#).

- Local Transport and Connectivity Plan – Integrated Impact Assessment [Appendices](#).
- Habitats Regulation [Assessment](#).

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)

Appendices

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

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

A1. This is a joint response to the Cambridgeshire and Peterborough Local Transport and Connectivity Plan: draft plan consultation by Cambridge City Council and South Cambridgeshire District Council.

Overview comments

Overall direction

A2. We are strongly supportive of the overall direction of the LTCP, including its vision, goals and guiding principles, encompassing a broader range of priorities than the adopted LTP. These align with the Councils' own respective corporate priorities, the emerging Greater Cambridge Local Plan themes, and the Greater Cambridge City Deal programme. We would suggest that the LTCP could show greater ambition for the natural environment as part of providing new and enhanced transport schemes, to reflect the Combined Authority's aim of doubling nature.

COVID

A3. We welcome recognition of potential impacts, uncertainties, and need to learn lessons from COVID, but would suggest that consideration of impacts may be more nuanced than currently presented. We would suggest that the final LTCP should reflect on potentially differing COVID impacts at different locations and growth sites, and that it should recognise current evidence suggesting that in certain locations within Greater Cambridge car traffic is now at pre-pandemic levels.

Climate change

A4. We support the principle of the LTCP's commitment to a reduction in car mileage by 15%, using a 2019 baseline, across the region, drawing on the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report. This

aligns with Cambridge City Council and South Cambridgeshire District Council's net zero carbon aspirations. We note that the practical application of this commitment and therefore its specific impacts remain to be worked through.

Greater Cambridge

- A5. We are supportive of all the content included in the Greater Cambridge section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals. Within this, we strongly support the inclusion of forthcoming proposals following the GCP Making Connections consultation that seek to improve public transport and air quality and reduce congestion and pollution in Cambridge.
- A6. We strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP. Within this, we also strongly welcome the support for policy measures such as trip budgets where considered appropriate, to limit the transport and environmental impacts of new development.
- A7. We welcome the proposals to transform the Greater Cambridge bus network, but strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support this. We would also 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.

Introductory sections

Introduction

- A8. Summary: The introduction sets the context for, and purpose and content of, the refreshed Local Transport and Connectivity Plan, noting that the LTCP vision will be delivered in conjunction with the CPCA's Assurance Framework, which provides a rigorous process for transport scheme prioritisation and development, and that the LTCP will set the framework for a Delivery Plan to be adhered to and monitored.
- A9. Comment: We support the focus on the implementation of LTCP priorities via the Assurance Framework and a Delivery Plan. It will be important that the LTCP once adopted is used rigorously to inform transport scheme prioritisation and development to ensure that the ambitious environmental, social and economic priorities within it are delivered in practice.
- A10. In relation to ensuring delivery against the LTCP's ambitions, we note that the draft LTCP proposes guiding transport spend and schemes against its vision, goals, the road user hierarchy and the Six Themes taken from the Combined Authority's Sustainable Growth Ambition Statement, and that beyond this the LTCP also includes objectives and guiding principles. We note that the policies are structured by the objectives, but the performance framework is structured to measure delivery of the goals. As per our responses below to relevant sections, we support the intention of these various elements but suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.

COVID

- A11. Summary: includes a section on COVID-19, referencing shorter and longer term impacts, noting uncertainties. In summary it notes

that we need to continue to learn lessons and ensure the transport network is flexible enough to cater for changes of a “new normal” and respond to emerging guidance going forward.

A12. Comment: We welcome recognition of potential impacts, uncertainties, and need to learn lessons from COVID, but would suggest that consideration of impacts may be more nuanced than currently presented. We note that the draft LTCP states in some places “transport is unlikely to return to as it was prior to the pandemic” however in other areas it says it is already at pre-pandemic levels. We would suggest that the final LTCP should reflect on potentially differing COVID impacts at different locations and growth sites, and that it should recognise current evidence suggesting that in certain locations within Greater Cambridge traffic is now at pre-pandemic levels. Further development may exacerbate these trends, such that overall the growth levels in our area may cancel out traffic reduction changes in specific locations.

What is a Local Transport and Connectivity Plan?

A13. Summary: Sets the LTCP in the context of other relevant plans and strategies.

A14. Comment: We note that the National Industrial Strategy referred to here no longer exists. This has been transitioned to the UK’s ‘Plan for Growth’. In relation to the content referred to in the Employment and Skills Strategy we recognise and support the need to enhance affordable, frequent and reliable transport and connectivity across the day and evening, particularly for students, adult learners and low income earners, including those living in our towns and rural communities, noting that the LTCP provides an opportunity to address these issues. We note England’s Economic Heartland’s Regional Transport Strategy, and suggest that this LTCP section references that document.

Our transport vision

Vision

A15. Comment: We support the content of the proposed vision which encompasses a broader range of issues than the adopted LTP, including references to health, fairer society, climate change, environment, clean air, and sustainable economic growth. This aligns strongly with the Greater Cambridge approaches, including the emerging Greater Cambridge Local Plan's seven themes of climate change, biodiversity and green spaces, wellbeing and social inclusion, jobs, homes and infrastructure, and the City Deal programme which has stretched its focus on a broader set of priorities, particularly considering and addressing the criticality of climate change, the environment, inclusive growth and improving health.

A16. On specific wording points, we would suggest that the phrasing regarding the natural environment is amended to read "protect and enhance our environment", noting Cambridgeshire and Peterborough's doubling nature ambition, and Greater Cambridge's 20% Biodiversity Net Gain aims. We would also suggest removing "very" from the phrase "very rural areas" so as to encompass the full range of locations including better connected rural areas.

Goals

A17. Summary: six goals, developed from the three outlined previously in the 2020 LTP: productivity, connectivity, climate, environment, health, safety.

A18. Comment: We support all the goals referenced. Under productivity or connectivity we would suggest that reference should be made to modal shift and potentially also to reducing congestion as key priorities for the LTCP. Under health, we would suggest adding reference to active travel.

Objectives

A19. Summary: 11 objectives, each connected to one of the 6 objectives. These are identical to those in the adopted LTP, except for the addition of connectivity – digital.

A20. Comment: We support the comprehensive objectives including the addition of digital connectivity. We'd suggest that there is an opportunity to quantify the natural environment objective, potentially via referencing the doubling nature ambition in a similar way to the climate objective referring to net zero emissions by 2050.

Evidence Base

A21. Summary: Notes updates to the evidence base since the 2020 LTP, identifying points relevant to Greater Cambridge including: Knowledge Intensive business concentrations and associated inequalities; significant growth in sustainable travel journeys into Cambridge; conversely, rising fares and general cost of living are reducing the affordability of the public transport network; the Cambridgeshire and Peterborough Commission on Climate Change's recommendations relevant to transport; and potential COVID impacts.

A22. Comment: We support recognition of the key social, environmental and economic issues raised by the LTCP's evidence base. As per our comments on the introductory section we suggest careful review of COVID impacts and assumptions accounting for site-specific and sub-regional differences.

Our overall strategy

Productivity

A23. Summary: Identifies congestion as a key challenge to economic productivity and the key actions needed to address it including: investment in public transport and active travel, travel hubs allowing car users to switch to modes earlier and travel sustainably for a large proportion of their journeys; policy measures such as trip budgets and alternative methods of providing car parking, where considered

appropriate, particularly in Cambridge and its urban edge; and working with partners on a regional Freight Strategy.

A24. Comment: We support the content of this guiding principle. In particular we support the use of trip budgets where considered appropriate. These are identified by the Transport Evidence supporting the emerging Greater Cambridge Local Plan as required policy tools to support development at specific locations. We also particularly support the focus on freight, including exploring the potential for more freight to be transported by sustainable modes while accounting for the local impacts, and also first/last mile deliveries, which are a particular issue for Cambridge. To achieve this we very much support the Combined Authority's intention to liaise with Planning Authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests.

A25. Further to this, we support the aspirations of the Bus Service Improvement Plan. We would highlight that the location of bus depots and layover facilities are important for productivity.

Connectivity

A26. Summary: focus on digital connectivity and reference to preparation of Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy, and also emerging digital transport tools

A27. Comment: we support the focus on digital connectivity for all, and the intention to explore demand responsive transport for more rural areas, noting the digital connectivity and public transport accessibility challenges faced by our more rural communities. We would suggest that further consideration could be given to how rural centres and nearby villages can sustain themselves as networks and connect effectively into other larger centres and more strategic transport options.

Health

A28. Summary: notes the impact of transport on physical and mental health including active travel and air quality.

A29. Comment: We support this content. We would note that additional reference could be made to:

- initiatives for adults to bring them back to cycling as well as encourage their children
- building greater links with schools to promote benefits to pupils of walking and cycling and forming healthy habits/behaviours early
- the safety of walking routes, which needs to be addressed to encourage use by all users.
- The Cambridgeshire and Peterborough Health and Wellbeing Strategy 2020-24, and the emerging Active Travel Strategy

Place Making & Public Realm

A30. Summary: identifies importance of public realm in placemaking, the need to integrate spatial and transport planning including via the Combined Authority's Non-Statutory Spatial Framework to reduce the need to travel, and supporting 20 minute neighbourhoods

A31. Comment: We support the approach to integrating spatial and transport planning, which reflects the approach we are taking in the emerging Greater Cambridge Local Plan to locating new development close to sustainable travel opportunities. As noted elsewhere in our response, on the topic of integrating spatial and transport planning we strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP.

Safety

A32. Summary: noting the priority of improving road safety across the region, working via the Cambridgeshire and Peterborough Vision Zero Partnership

A33. Comment: We support this content.

Climate Change

A34. Summary: references local climate impacts, the net zero carbon by 2050 target, commitment includes a reduction in car mileage by 15%, using a 2019 baseline, across the region, the need to tackle embodied carbon, the East Anglian Alternative Fuels Strategy (EAAFS), Greater Cambridge Partnership's work on a Clean Air Zone Feasibility Study, zero emissions buses, and Air Quality Action Plans.

A35. Comment: We support this guiding principle. We welcome the principle of the LTCP's commitment to a reduction in car mileage by 15%, using a 2019 baseline, across the region, drawing on the recommendations outlined in the Cambridgeshire and Peterborough Independent Commission on Climate Report. This aligns with the Cambridge City Council and South Cambridgeshire District Council's net zero carbon aspirations, and also broadly aligns with the GCP's existing aim of reducing traffic within Cambridge by 10-15% on 2011 levels. We note that the practical application of this commitment and therefore its specific impacts remain to be worked through.

A36. We also welcome:

- The intention to consider embedded carbon within transport scheme assessment
- the reference to the Cambridge City Council Air Quality Action Plan (AQAP) 2018-23, which will be reviewed in 2022/23. A reference to compliance with future AQAP should be included in the final LTCP. We welcome the LTCP's support for the key actions identified in the AQAP.

A37. Following current content regarding the Intelligent City Platform, we would ask that the following wording be added: "In addition the Smart Cambridge programme has been using real time public transport data to provide clear information for travellers across the County through both an app-based interface and travel screens, helping to provide real time information to travellers and local authorities about the functioning of the transport network".

Natural Environment

A38. Summary: references the intention to protect the natural, historic and built environment, and to integrate biodiversity net gain into transport schemes.

A39. Comment: We support the aims set out. As per our comments elsewhere, we would suggest that the LTCP could be more specific in its ambition for the natural environment, potentially adopting the Greater Cambridge ambition such that transport schemes would seek to deliver 20% Biodiversity Net Gain.

Attractive Alternatives

A40. Summary: references the Cambridgeshire Active Travel Strategy as a child document to the LTCP, a first/last mile strategy for deliveries, and the Greater Cambridge Partnership's Making Connections project.

A41. Comment: We support the focus on active travel. We would suggest this principle needs to acknowledge the importance of considering all users, including those who may struggle with walking.

Demand Management

A42. Summary: defines Travel Demand Management as an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time, and identifies the intention to investigate such measures in specific locations across the region, accounting for local issues.

A43. Comment: We strongly support the application of travel demand management tools in appropriate locations, as per our comments on the Productivity section.

Shaping our investment

A44. Summary: identifies features that will guide consideration of transport spend and schemes alongside the LTCP's vision and 6 goals, including: a road user hierarchy including place and movement

functions, and six themes taken from the Combined Authority's Sustainable Growth Ambition Statement: people, climate and nature, infrastructure, innovation, reducing inequalities, financial and systems.

A45. Comment: We support assessing transport schemes against a wide range of indicators going beyond GVA to encompass environmental and social priorities. Equally, to ensure delivery against LTCP ambitions, as per our comments on the introductory section we suggest that additional consideration is required, including potentially rationalising some of this content, to clarify exactly what ambitions schemes will be prioritised and assessed against.

A46. On a point of detail, we note that no reference is made within the user hierarchy to e-scooters, and suggest that the LTCP needs to be flexible and forward looking to account for emerging transport modes of travel, including within the user hierarchy.

Local Strategies

East Cambridgeshire

A47. Summary: points relevant to Greater Cambridge include the intention to address capacity constraints on the A10 between Ely and Cambridge; provision of a new Park and Ride at Waterbeach; reference to Network Rail's Ely Area Capacity Enhancement (EACE) scheme facilitating additional rail services to Cambridge, as well as additional services to Peterborough, Ipswich, and Norwich.

A48. Comment: Our comments on this section are limited to those relevant to Greater Cambridge. We support the intention to address A10 capacity issues and provision of a new Park and Ride at Waterbeach, which are requirements to support full development at Waterbeach New Town. In relation to Network Rail's Ely Area Capacity Enhancement (EACE) scheme, as per our response to the EACE consultation in 2021, EACE provides only limited additional future rail capacity. Ongoing engagement with Network Rail and local partners is required to ensure that there is sufficient rail capacity to

cater for all planned growth to 2040 and beyond, including accounting for the increasing proportion of journeys being taken by rail. Also included in our response to the EACE consultation, we also note the pressing need to address exclusion of the community severed by the Chesterton Fen Road crossing caused by the existing and forecast increases in barrier down time. We look forward to working with the Combined Authority, Network Rail and other partners to address this issue.

Greater Cambridge

Background and recent developments

A49. Summary: summarises key issues characterising Greater Cambridge transport context, noting recent developments including those included in the adopted 2018 Local Plans. Expresses the intention to working in partnership with the Local Planning Authorities, Greater Cambridge Partnership, Cambridgeshire County Council, and other relevant partners to deliver a world class transport network in Greater Cambridge, including supporting the potential role of a sub-strategy for the Greater Cambridge area, that would update the previous Transport Strategy for Cambridge and South Cambridgeshire that was prepared in parallel with the 2018 Local Plans under a previous Local Transport Plan, which will form a 'child' document to the LTCP.

A50. Comment: We recognise the characterisation of Greater Cambridge, with very different issues faced by Cambridge from more rural parts of South Cambridgeshire. Given this context, we note that the challenges and opportunities for Greater Cambridge, and indeed for Cambridgeshire and Peterborough as a whole, are to consider the very different characteristics of the region and then look at how walking, cycling and public transport can support a post-COVID economy with a reduced need to travel (supported by technology and services such as last mile delivery), including rebalancing streets and spaces which encourage and support active travel options.

A51. We strongly support the Combined Authority's intention to work with relevant partners to prepare a Transport Strategy for Cambridge

and South Cambridgeshire to support the emerging Greater Cambridge Local Plan as a child document to the LTCP.

A52. We'd suggest that the text on page 68 could be clarified to note that the environmental and social impact of journeys being made by private vehicle are current and not solely related to future planned growth, as is expressed later in the same paragraph. In relation to air pollution we would note the negative impacts of particulate matter from transport within Cambridge, in addition to the impacts of nitrogen dioxide (NO₂) already noted.

Transport Challenges

A53. Summary: identifies key transport challenges for Greater Cambridge, including high housing costs and associated longer distance commuting; congestion and associated impacts including air pollution and bus service inefficiencies.

A54. Comment: We recognise the transport challenges identified. We'd note the additional challenges not mentioned in this section of:

- Meeting the growing demand for fast deliveries of goods and services in a way that avoids negative impacts. Numerous vehicles pulling up at the kerb to make deliveries has an impact on the public realm, public safety (conflict with pedestrians and cyclists) and the quality of life of people living and working in the area, adding unnecessarily high levels of congestion, pollution and environmental impacts.
- The Government's drive towards phasing out petrol and diesel vehicles, which will see a shift to electric vehicles. Electrical grid distribution and connection, already a key challenge within Greater Cambridge as explored by GCP, will need to be enhanced to support this shift together with jobs and housing growth. In addition, public charging infrastructure needs to keep pace and will need to accommodate a wider range of vehicles including mobility scooters, electric cycles and electrification of the bus fleet. Poorly located and designed e-charging infrastructure could cause conflicts, for example with pedestrian and cyclist routes.

Our approach

A55. Summary: identifies the approaches being taken to addressing Greater Cambridge's transport challenges, including transforming the public transport network of bus services including in rural areas, enhancing travel hub capacity, addressing congestion and associated impacts in Cambridge via the GCP's City Access project (including a scheme to reduce congestion and pollution and raise money to invest in sustainable transport improvements), a revised Cambridge road network hierarchy, parking controls, investment in active travel, a 'decide and provide' policy approach to strategic new development, and addressing highway pinch-points.

A56. Comment: We are supportive of all the content included in this section, including in particular the inclusion of the GCP programme which underpins delivery of the current local plans and will help achieve sustainable transport goals.

A57. Within this, we strongly support:

- the inclusion of forthcoming proposals following the GCP Making Connections consultation that seek to improve public transport and air quality and reduce congestion and pollution in Cambridge. Delivery of these proposals is expected to achieve the modal shift required to address existing issues and support development identified in the adopted plans and emerging local plan.
- The 'decide and provide' policy approach, as per our comments on the Productivity guiding principle.

A58. We strongly suggest that reference is added to the need to significantly increase bus depot provision in the Greater Cambridge area to support the proposed increases in bus services. The location of new depots and their potential impacts will require thorough consideration.

A59. In addition, we suggest that the following further enhancements are made to this section:

- Make additional reference to electrical grid connection and distribution, as well as E-charging infrastructure to support the shift towards electric vehicles, as per our comments regarding transport challenges
- Make additional reference to meeting the growing demand for fast deliveries of goods and services, including first/last mile delivery, as per our comments regarding transport challenges
- Make greater reference to future mobility and Mobility as a Service (MaaS) to support the work being undertaken by Smart Cambridge on these topics, noting that MaaS could be transformative for many journeys, not just for first/last mile journeys as currently suggested by the draft LTCP.

Strategic and local projects

A60. Summary: Identifies the schemes and policy approaches required to support committed development, and to address existing and future transport challenges in Greater Cambridge.

A61. Comment: We are strongly supportive of the identification of transport schemes and policy approaches required to address existing and future transport challenges in Greater Cambridge.

A62. We would request the following changes to references to the identified schemes to ensure factual accuracy, and that the relative status and certainty of schemes is correctly referenced:

- Schemes identified as required to support the adopted Cambridge and South Cambridgeshire Local Plans:
 - This list includes schemes that are coming forward but were not identified as required to support the adopted plans. We support reference to these schemes in the Greater Cambridge section, but request that the list of schemes identified as required to support the adopted plans is amended to include only the following schemes:
 - Greater Cambridge Partnership (GCP) schemes:
 - Cambourne to Cambridge
 - Cambridge South East Transport Study

- Cambridge South West Travel Hub
 - Waterbeach to North East Cambridge
 - Cambridge Eastern Access Phase A
 - City Access
 - GCP Cycle Schemes
- Waterbeach station relocation
- A10 (Waterbeach to Cambridge) highway improvements
- Drawing on the above, we support reference in the LTCP Greater Cambridge section to the following schemes that are being developed but are not specifically required in the adopted plans, including:
 - Foxton Rural Travel Hub
 - A10 (Ely to Cambridge) highway improvements
 - A428 Black Cat to Caxton Gibbet
 - Cambridge South Station
- Our understanding is that there is no firm planned scheme to enhance M11 capacity, and as such would recommend deletion of this reference.
- Schemes identified as required to support the emerging Greater Cambridge Local Plan (GCLP):
 - These schemes are identified in GCLP First Proposals transport evidence, but relate to draft allocations which could be subject to change. We suggest replacing this text with “Further potential transport schemes were identified as required to mitigate the transport impacts of draft allocations included in the 2021 Greater Cambridge Local Plan First Proposals consultation. The revised Transport Strategy for Cambridge and South Cambridgeshire child document to this LTCP will be prepared to support later stages of the GCLP. This will confirm the transport infrastructure and policies required to mitigate the proposed sites, once the development strategy is confirmed”.
- Schemes not currently referenced:
 - We’d suggest that GCP’s Whittlesford Transport Masterplanning Exercise is added to the Strategic Projects and the Regional Initiatives diagram

- We'd suggest that reference is made to the proposed improved rail services from the north which should be unlocked by the Ely Catchment Capacity Area work and other related rail proposals.

Our policies

A63. Summary: Sets out policy themes by objective. Officers understand that policy summaries will be added following the consultation.

A64. Comment: Under productivity we note the theme of 'expanding labour markets'. In line with the climate ambitions set out elsewhere in the document we note the importance of achieving this goal by sustainable travel modes if it is not to have adverse environmental and social effects.

Monitoring and performance

A65. Summary: Sets out locally relevant performance indicators, structured by the LTCP's six goals, for measuring the progress of implementing the LTCP, and for informing decision making about future priorities for funding in pursuit of the aims and objectives of the LTCP.

Comment: We would note that GCP is now conducting a comprehensive data audit with a view to proposing metrics for its programme supporting its Gateway review, as well as its inclusive and sustainable growth strategy. The intention is to develop measures that demonstrate delivery against the 6 capitals framework which is similar to that of the Combined Authority's Economic Growth Strategy and broader vision. GCP partners would welcome the opportunity to discuss the potential alignment of LTCP and GCP measures, and beyond that to share understanding and intelligence as the LTCP is rolled out so that we can evidence impact collectively.

Habitat Regulations Assessment (HRA)

We note that Cambourne to Cambridge Public Transport Scheme is assessed in the HRA for the draft LTCP as a scheme that is new to the LTCP (ie not included in the LTP 2020). We note that this is incorrect:

page 51 of the HRA accompanying the LTP 2020 identified Cambridge to Cambourne and St Neots.



Report to:	Cabinet – Monday, 11 July 2022
Lead Cabinet Member:	Councillor Dr. Tumi Hawkins, Lead Cabinet Member for Planning
Lead Officer:	Stephen Kelly, Joint Director of Planning and Economic Development

Neighbouring Local Plan Consultation Responses

Executive Summary

1. This report highlights relevant issues for, and seeks agreement to key responses to, two current Local Plan consultations in districts neighbouring or near to Greater Cambridge. It also reports on a response already made to a recent consultation of the same kind for which the consultation has closed. Given the proximity of these districts to South Cambridgeshire, the contents of these Local Plans could in principle impact on the emerging joint Greater Cambridge Local Plan, and a joint response from Greater Cambridge is recommended.
2. The consultations addressed in this report are:
 - East Cambridgeshire Local Plan Single Issue Review Proposed Submission (Regulation 19) – consultation closed 13 June and response already submitted
 - West Suffolk Local Plan Preferred Options (Regulation 18) – response proposed
 - Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) – response proposed

Key Decision

3. No

Recommendations

4. Cabinet is recommended to:
 - a. Agree the proposed response to the West Suffolk Local Plan Preferred Options (Regulation 18) consultation as set out in Appendix A, and the proposed response to the Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) as set out in Appendix B

- b. Agree that any material changes to the responses to the West Suffolk Local Plan Preferred Options (Regulation 18) and the Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) arising from consideration by Cabinet will be agreed via an out of cycle decision by the South Cambridgeshire Lead Cabinet Member for Planning in liaison with the Executive Councillor for Planning and Infrastructure, and in consultation with the Chair and Spokes of the Cambridge City Council Planning & Transport Scrutiny Committee.
- 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 responses to the West Suffolk Local Plan Preferred Options (Regulation 18) and the Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19).

Reasons for Recommendations

- 5. The contents of the neighbouring or nearby Local Plans referred to in this report could in principle impact on Greater Cambridge and have implications for the emerging joint Greater Cambridge Local Plan. The proposed responses seek to minimise negative and maximise the positive impacts of these plans on Greater Cambridge.

Details

Overview of consultations and principles for responding

- 6. Local plan consultations for districts neighbouring South Cambridgeshire are taking place on the following timelines in summer 2022:
 - East Cambridgeshire Local Plan Single Issue Review Proposed Submission (Regulation 19): 3rd May-13th June
 - West Suffolk Local Plan Preferred Options (Regulation 18) consultation: 26th May – 26th July
 - Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19): 15th June – 29th July 2022
- 7. West Suffolk Local Plan consultation is at Regulation 18 stage, which sets out draft proposals for comment. Responses to such consultations can be on any relevant topic and will inform later versions of the plan being prepared. East Cambridgeshire and Bedford Borough Local Plan consultations are at Regulation 19 stage, which is a consultation on what that Council considers to be the version of the plan ready to be submitted for independent examination. Responses at this stage must relate to the 'soundness' of the plan (see National Planning Policy Framework paragraph 35), or to its legal procedural compliance. The Council preparing the plan will not make further amendments to their plan in response to representations made, but will instead share representations with the independent

inspector examining the Plan for them to consider. The exception to this would be if the Council preparing the plan concluded in response to representations that material changes needed to be made to the plan. In this case the Council would need to undertake a further consultation on those changes before the plan could be submitted.

8. The proposed responses to consultation included in this report focus comments on aspects that impact on Greater Cambridge rather than providing a general commentary on the merits of each plan, which is a matter for that council with their community and ultimately their inspector. Notwithstanding, given both Cambridge City Council and South Cambridgeshire District Council's ambitious policy approaches regarding climate and biodiversity as set out in the Greater Cambridge Local Plan First Proposals, together with the cross-boundary (and indeed global) nature of both opportunities and impacts in relation to these topics, officers recommend that the consultation response to the West Suffolk Regulation 18 plan referred to in this report should note the approach to these topics taken in the First Proposals, and encourage the relevant local authority to adopt similarly ambitious policy approaches in their respective plan.
9. Given that issues raised in these consultations are relevant to the joint Greater Cambridge Local Plan, these recommended responses were considered by Cambridge City Council's Planning and Transport Scrutiny Committee on 28 June, following which the recommendation was agreed by the Executive Councillor for Planning and Infrastructure. Any material changes proposed by South Cambridgeshire District Council arising from the Cabinet meeting would need to be agreed by the South Cambridgeshire Lead Cabinet Member for Planning via an out of cycle decision, in consultation with the Cambridge Executive Councillor and in consultation with the Chair and Spokes for the Planning & Transport Scrutiny Committee.

East Cambridgeshire Local Plan Single Issue Review Proposed Submission (Regulation 19) – report of response made

10. East Cambridgeshire's Single Issue Review Proposed Submission (Regulation 19) consultation closed on 13th June. As such this report records the response that Greater Cambridge Shared Planning submitted on behalf of Cambridge City Council and South Cambridgeshire District Council for committee's information.
11. The Single Issue Review is in respect of their housing requirement and delivery of growth, on which basis they conclude no new housing allocations are required. East Cambridgeshire are not proposing any amendment to the plan period or other policies in the Local Plan at this time. As a result, it is considered that there are no issues relevant to or impacting on Greater Cambridge.
12. The following response was made: "Thank you for consulting Cambridge City Council and South Cambridgeshire District Council. We do not consider that the East Cambridgeshire Local Plan Single Issue Review Proposed Submission has

any implications for Greater Cambridge, and as such will not be making any comments to this consultation.”

13. As a non-substantive response, that also reflected the response made to an earlier consultation, this was agreed by the Joint Director of Planning and Economic Development, with the response communicated to the South Cambridgeshire Lead Cabinet member for Planning and the Cambridge City Council Executive Councillor for Planning and Infrastructure.

West Suffolk Local Plan Preferred Options (Regulation 18) consultation – proposed draft response

14. The West Suffolk Local Plan Preferred Options (Regulation 18) consultation runs between 26th May – 26th July. The Preferred Options consultation document has been prepared in three main parts: Part 1 – strategic policies, Part 2 – non-strategic policies, Part 3 – site allocations; and sets out the policy parameters and purpose of each policy area. A series of questions in each section invite comments on whether the right preferred option sites and policy parameters have been identified together with reasons why alternative options have not been taken forward. The next stage will be to draft the plan which West Suffolk Council intends to submit to the Planning Inspectorate; consultation on the Submission draft local plan (Regulation 19) is anticipated in May 2023.
15. West Suffolk has a close relationship with Greater Cambridge, with a shared travel to work, housing market and economic area. Higher wages in Greater Cambridge are a pull factor for residents in West Suffolk but overall West Suffolk report that it is a net importer of jobs (more people go to work in West Suffolk than commute out). Much of the employment land is close to the main towns on the A11/A14 corridor. Transport, energy supply, and water supply in an area of water stress, health services and education provision are identified as strategic matters. Further evidence is being prepared to inform the draft West Suffolk Local Plan; A Gypsy and Traveller Accommodation Needs Assessment is being prepared jointly with GCSP and other Cambridgeshire authorities.
16. The Preferred Options Plan raises no significant concerns relevant to Greater Cambridge. The response set out at Appendix A focusses on the following points:
- Note the close relationship between Greater Cambridge and West Suffolk, with a shared travel to work, housing market and economic area. Encourage commuting trips by sustainable modes by locating new development in locations with good access to sustainable travel options, including making most of the opportunities for sustainable travel provided by the Greater Cambridge Partnership’s Cambridge South East Transport scheme between Haverhill and Greater Cambridge.
 - Note the strong demand for strategic logistics distribution sites across the sub-region identified in West Suffolk’s employment evidence, and request further discussions on this.

- Acknowledge the challenges faced by West Suffolk in addressing the Climate Emergency and encourage West Suffolk to adopt ambitious climate and biodiversity policy approaches in their plan, noting approach taken within GCLP.
- request the Councils to continue to work together addressing infrastructure requirements and cross-boundary matters in the development of their Local Plans.

Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19)

consultation – proposed response

17. The Bedford Borough Local Plan 2040 Plan for Submission (Regulation 19) consultation is running between 15th June – 29th July. This follows the previous Strategy Options and Draft Policies consultation held between June and September 2021. The particular reason for progression to this stage of plan-making at this time is Policy 1 in the adopted plan, which states that “an updated or replacement plan will be submitted for examination no later than three years after the date of adoption of the plan. In the event that this submission date is not adhered to, the policies in the Local Plan 2030 which are most important for determining planning applications for new dwellings will be deemed to be ‘out of date’ in accordance with paragraph 11 d) of the National Planning Policy Framework 2019”.
18. The Local Plan 2040: Plan for Submission and supporting documents were agreed for consultation by the Bedford Borough Council Executive in April, with a number of further evidence documents being agreed in late May. The draft version of the Plan for Submission agreed by the Council’s Executive includes content set out below relevant to Greater Cambridge. A verbal update will be provided in the meeting by which time the consultation is anticipated to have started.
19. The single substantive potential cross-boundary issue of relevance to Greater Cambridge included in the Plan for Submission approved for consultation is the proposal for a new settlement (3,800 homes) and related employment provision (4ha employment land) at Little Barford, “well connected to the new East-West Rail station at its intersection with the East Coast Main Line”. Little Barford is located south of St Neots, and south east of the intersection between the A1 and the A428. With respect to Greater Cambridge, the site is located around 5 miles west of Gamlingay and 8 miles south west of Cambourne. The settlement is on the alignment of the proposed A428 improvements which connect to Caxton Gibbet. Building on the joint Cambridge/South Cambridgeshire response to the previous Strategy Options and Draft Policies consultation, officers note that the sustainability performance and deliverability of a new settlement at Little Barford is dependent on delivery of East West Rail and on the preferred East West Rail route alignment. The preferred alignment and wider programme for delivery of East West Rail have yet to be confirmed. The Sustainability Appraisal Report supporting the Plan for Submission acknowledges the risk of the delay or non-

implementation of the planned East-West rail project, but does not identify the impacts of this eventuality.

20. Drawing on the above, the proposed response at Appendix B focuses on the following response points:

- Note proposal for new settlement at Little Barford and its reliance on East West Rail station to support travel by sustainable modes
- Note GCLP First Proposals approach to development at Cambourne, and the Councils' recognition of the need to monitor progress with the East West Rail programme and keep under review implications of any potential uncertainty around East West Rail as the plan is progressed.
- Query transport and carbon impacts of development at Little Barford should East West Rail be delayed or not delivered, including potential traffic impacts on A428 within Greater Cambridge.

Options

21. The options available to members are:

- a. Agree the proposed response to the consultations without amendments
- b. Agree the proposed response to the consultations with amendments
- c. Decide not to submit a response to the consultations – this option is not recommended as the respective plans would progress without awareness of potential impacts on Greater Cambridge

Implications

22. In the writing of this report, taking into account financial, legal, staffing, risk, equality and diversity, climate change, and any other key issues, the following implications have been considered:-

Risks/Opportunities

23. The proposed responses to neighbouring Local Plan consultations seek to prevent the risk of those plans generating negative environmental, social and economic impacts on Greater Cambridge, increasing this Council's risks in these areas, and leading to potential political and reputational damage.

Climate Change

24. Development plans provide an opportunity to address the aspects of the environment that can be influenced by the planning system. All Local Plans must be accompanied by a Sustainability Appraisal that will consider the environmental implications of the plan. The proposed responses seek to minimise negative and maximise positive environmental outcomes of these neighbouring Local Plans for Greater Cambridge. In addition, the proposed responses encourage neighbouring Local Planning Authorities to adopt the highest possible environmental standards.

Consultation responses

25. As responses to other organisations' consultations, and given the nature of issues raised, officers don't consider that there are substantive additional consultation and communication issues requiring consideration.

Alignment with Council Priority Areas

Being green to our core

26. See above comments at paragraph 24 in relation to Climate Change implications.

Background Papers

Background papers used in the preparation of this report:

East Cambridgeshire Local Plan Single Issue Review Proposed Submission

Recent consultation (3rd May - 13th June 2022):

https://www.eastcambs.gov.uk/sites/default/files/East%20Cambs%20Local%20Plan%20SIR%20-%20Reg%2019%20LP%20-%20Final_0.pdf

Cambridge City Council and South Cambridgeshire District Council
response to previous consultation:

"Thank you for consulting Cambridge City Council and South Cambridgeshire District Council. We don't consider that the East Cambs Single Issue Review has any implications for Greater Cambridge, and as such won't be making any comments to this consultation."

West Suffolk Local Plan Preferred Options

Current consultation:

https://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/west-suffolk-local-plan-review.cfm

Cambridge City Council and South Cambridgeshire District Council

response to previous consultation:

<https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MId=3791&Ve r=4> (Agenda item 20/10/PnTc)

Bedford Borough Local Plan 2040 Plan for Submission

Plan for Submission and supporting documents for forthcoming consultation:

[Local Plan 2040 - Bedford Borough Council](#)

Cambridge City Council and South Cambridgeshire District Council

response to previous consultation: [Decision - Joint Response to the Bedfordshire Borough Council Draft Plan \(Regulation 18\) Strategy Options and Draft Policies Consultation \(moderngov.co.uk\)](#)

Appendices

Appendix A: West Suffolk Local Plan Preferred Options – proposed consultation response

Appendix B: Bedford Borough Local Plan 2040 Plan for Submission - proposed consultation response

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Appendix A: West Suffolk Local Plan Preferred Options – proposed consultation response

This response to the West Suffolk Local Plan (Regulation 18) Preferred Options consultation is made by Greater Cambridge Shared Planning on behalf of Cambridge City Council and South Cambridgeshire District Council.

The Councils are already engaging with West Suffolk Council under the Duty to Cooperate in relation to Greater Cambridge Local Plan and North East Cambridge Area Action Plan and look forward to ongoing engagement as both Greater Cambridge and West Suffolk plans progress.

West Suffolk has a close relationship with Greater Cambridge, with a shared travel to work, housing market and economic area. Whilst West Suffolk may be a net importer of jobs, higher wages in Cambridge are a pull factor for West Suffolk residents commuting to jobs within Greater Cambridge. West Suffolk is within the top three districts providing workers for Greater Cambridge and where possible these trips should be encouraged by sustainable modes. In particular we would suggest that allocations proposed at Haverhill make the most of opportunities for sustainable travel provided by the Cambridge South East Transport scheme between Haverhill and Greater Cambridge proposed by the Greater Cambridge Partnership, to reduce pressure on the A1307.

It is noted that the West Suffolk employment land review study identified strong demand from the logistics sector for strategic distribution sites, and recommended this issue is considered at a sub-regional level. We would welcome discussion on this cross-boundary matter as our respective plans progress.

In common with West Suffolk Council, Cambridge City Council and South Cambridgeshire District Council have both declared climate emergencies. The Councils acknowledge the challenges faced by West Suffolk in addressing the Climate Emergency. Given the cross-boundary (and indeed global) nature of both opportunities and impacts in relation to the climate and biodiversity emergencies, we encourage West Suffolk to adopt ambitious climate and biodiversity policy approaches in their new plan, noting the approach taken within the Greater Cambridge Local Plan.

The Councils note the range of additional evidence being prepared to inform the draft West Suffolk Local Plan, including documents being prepared jointly with the GCSP. This reflects the number of strategic infrastructure requirements and shared cross-boundary issues between West Suffolk and Greater Cambridge. We would welcome further dialogue with West Suffolk as our respective plans progress, including but not limited to the topics identified above.

Appendix B: Bedford Borough Local Plan 2040 Plan for Submission - proposed consultation response

This response to the Bedford Borough Local Plan 2040 – Plan for Submission consultation is made by Greater Cambridge Shared Planning on behalf of Cambridge City Council and South Cambridgeshire District Council.

As per our response to the previous Draft Plan Strategy Options and Draft Policies Consultation, given that the South Cambridgeshire and Bedford Borough boundaries do not adjoin we consider it unlikely that the Plan as proposed would have direct impacts on our districts (noting that Cambridge and South Cambridgeshire are producing a joint plan: strategic cross-boundary matters affecting one district will have implications for the other).

Notwithstanding the above, we note the proposal for a new settlement at Little Barford included in the Plan for Submission, and that the sustainability performance and deliverability of this site are dependent on delivery of the East West Rail Bedford to Cambridge section.

We note the relatively early stage of development of the East West Rail Bedford to Cambridge section project.

For our emerging Greater Cambridge Local Plan First Proposals, we identified an expanded Cambourne as a broad location for future growth in the 2030's to respond to the opportunity that will be provided by the proposed East West Rail that includes a station at Cambourne. We are now preparing a draft Local Plan and in doing so will monitor progress with the East West Rail project and will keep under review implications of any uncertainty of East West Rail delivery.

We would be concerned about the transport and wider carbon impacts of locating a new settlement at Little Barford, including from potential increased traffic on the A428 in Greater Cambridge, should development come forward ahead of an East West Rail station, or in the event that East West Rail was not delivered.

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Agenda Item 15

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