



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

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## **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  
\(cambridgeshirepeterborough-ca.gov.uk\)](https://cambridgeshirepeterborough-ca.gov.uk)

England's Economic Heartland Transport Strategy

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