

**REPORT TO:** Cabinet

4 September 2019

**Lead Cabinet  
Member:** Councillor Aidan Van de Weyer

**LEAD OFFICER:** Joint Director for Planning and Economic Development

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## **Draft Local Transport Plan - Consultation Response**

### **Purpose**

1. The purpose of this report is to inform South Cambridgeshire District Council's response to the Cambridgeshire & Peterborough Combined Authority Draft Local Transport Plan consultation.
2. Cambridgeshire & Peterborough Combined Authority is now the transport authority responsible for producing a Local Transport Plan. They are consulting on a draft Local Transport Plan between 17 June and 27 September 2019.
3. Discussion with Cambridge City Council suggests that there is potential to prepare a joint response on some or all issues. This report sets out key response points for discussion, to be refined following the meeting.
4. This is not a key decision and it was first published in the July 2019 Forward Plan.

### **Recommendations**

5. Cabinet be recommended to:
  - Discuss and agree broad points to make in response to the Local Transport Plan consultation.
  - Agree to delegate the wording of the final joint response and any individual response to the consultation to the Joint Director of Planning and Economic Development, in consultation with the Deputy Leader of South Cambridgeshire District Council.

### **Reasons for Recommendations**

6. The draft response addresses issues relevant to Greater Cambridge, identifying areas which should be supported, and areas that could be improved.
7. Discussion with Cambridge City Council suggests that there is potential to prepare a joint response on some or all issues with Cambridge City Council. It is likely that there will be many common response points, and, it is therefore currently recommended that a joint response be agreed.

### **Background**

8. The Devolution Deal of 2017 gave the Cambridgeshire & Peterborough Combined Authority (CPCA) the role of the Local Transport Authority, taking over 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.

9. The new LTP will replace the Interim Local Transport Plan published in June 2017 which effectively adopted the previous County Council LTP as CPCA documents.

#### **Draft LTP Content**

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

- ‘A world-class transport network’ – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors;
  - ‘Sustainable growth’ – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life and protects or enhances the environment;
  - ‘Opportunity for all’ – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.
15. The vision is then reflected in 10 objectives, themed under environmental, social and economic issues.
  16. The plan sets out an overarching strategy for the future of transport in the combined authority area. CPCA has a growth ambition statement, seeking to nearly double economic output over 25 years. To accommodate growth sustainably the transport strategy says this means improving journey times and reliability, enhancing the network to accommodate as many existing and new journeys as sustainably as possible, and investing in new transport technologies. It also means improving access for communities to jobs, services and facilities, and supporting mode shift away from the car. The draft LTP seeks to facilitate economic growth, connecting people to jobs, and connecting businesses. It seeks to ensure transport initiatives improve air quality across the region to exceed good practice standards, and to respond and climate change.
  17. Objectives include to ‘Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change’, and to ‘Ensure transport initiatives improve air quality across the region to exceed good practice standards.’ The plan also proposes to apply biodiversity net gain principles to transport initiatives.
  18. Transport schemes that have been included in the draft LTP have been selected from a number of sources: the priority schemes and studies of the Combined Authority, previous Local Transport Plans for Cambridgeshire and Peterborough, the Greater Cambridge Partnership’s work, and existing Local Plans. They have been subject to a scheme assessment process before being include in the draft LTP, and will be subject to further testing through the scheme development process.
  19. A Transport Delivery Plan is proposed to be prepared, with details of how the transport improvements will be delivered, but it does not form part of the current draft documents. The Transport Delivery Plan will be developed in parallel to the public consultation on the draft LTP to identify the phasing of schemes and implementation of new policies, identify lead sponsors for delivery along with key delivery partners, and identify known and potential funding and financing sources/options. This will then be reviewed annually.
  20. Funding of schemes will come from a range of sources. The City Deal is funding the Greater Cambridge Partnership (GCP) programme. Other potential sources of funding listed, both to start new transport schemes and continue with existing projects, include: Central Government funding, for example the Housing Infrastructure Fund, and the Growth Deal; direct contributions from private companies and/or developers; Mayoral Community Infrastructure Levy/Strategic Infrastructure Tariff; Business Rates Supplement and/or Increment Retention; Council Tax Precept and/or Increment Retention; Stamp Duty Increment Retention; and Land Value Capture mechanism.

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

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

25. Another key element is implementation of the Strategic Bus Review, including a review of bus operating models and provision for new rural travel hubs and optimised use of subsidies. Rail Capacity improvements will also be informed by the Cambridgeshire Rail Capacity Study. The plan also supports the role out of digital infrastructure, and the work of Smart Cambridge.
26. In addition to the major schemes, to help promote walking and cycling, Local Cycling and Walking Implementation Plans (LCWIPs) will provide evidence for prioritised investment in cycling and walking infrastructure.
27. Public consultation on the draft LTP will take place from 17 June, running for 15 weeks until September 27. A series of drop-in events are taking place during the consultation period. More information can be found on the CPCA website: <https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltp/>
28. Following consultation, the responses will be reviewed and the final LTP will be adopted in December.

#### **Opportunity for a Joint Response with Cambridge City Council**

29. Discussion with Cambridge City Council suggests that there is potential to prepare a joint response on some or all issues with Cambridge City Council. It is likely that there will be many common response points, and, it is therefore recommended that a joint response be agreed on some or all issues.
30. Cambridge Planning & Transport Scrutiny Committee considered a draft response on 16 July. The Executive Councillor for Transport and Community Safety delegated the wording of a final joint response and/or any individual response though an out of cycle decision, in consultation with Chair and Spokes. <https://democracy.cambridge.gov.uk/ieListDocuments.aspx?CId=475&MIId=3740&Version=4>
31. The draft proposed response in Appendix 1 is an updated draft of the version considered at the Cambridge meeting, drawing in comments received from specialist officers, and liaison with the County Council and Greater Cambridge Partnership.

#### **Proposed Council Response**

32. In summary, as a direction of travel the plan offers very positive outcomes, and provides a solid basis to build on. However, future reviews will need to build on these policies with innovative transport schemes which push boundaries to deliver sustainable transport solutions if the objectives are to be fully achieved. The Draft LTP continues to provide a framework for the transport schemes listed include the Greater Cambridge Partnership transport programme. The inclusion of these schemes is supported as they are important to assist delivery of the current development strategy, and the growth identified in currently Local Plans, including delivery of growth sites on the fringes of Cambridge and at new settlements.
33. The LTP also aims to provide a platform for future growth, and development of a transport system and policy framework that could support the level of economic growth identified in the CPIER and CPCA's Growth Ambition Statement. It is

important to note that the levels and locations of future growth will be matters for the review of statutory Local Plans, in the case of Cambridge and South Cambridgeshire the new Greater Cambridge Local Plan. The plan making process will commence this year with an Issues and Options consultation. In due course the LTP will need to be updated to respond as necessary to the new Local Plan's development strategy. The draft LTP objectives, strategy and policies therefore provide the start of a journey, setting out some key transport principles that support the current local plans, and which can be further refined to respond to the future development strategy.

### **Options**

34. Members may decide to:
- Agree the high-level response points without amendment or addition, delegating the wording of the final response to the consultation to the Joint Director of Planning and Economic Development, in consultation with the Deputy Leader of South Cambridgeshire District Council.
  - Agree the high-level response points with amendments and/or additions, delegating the wording of the final response to the consultation to the Joint Director of Planning and Economic Development, in consultation with the Deputy Leader of South Cambridgeshire District Council.

### **Implications**

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

### **Equality and Diversity**

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

### **Climate Change**

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

requiring a Construction Environmental Management Plan (CEMP) and considering environmental protection and enhancement within project design. The SEA process has also resulted in mitigation and enhancement measures being identified for the LTP to strengthen environmental outcomes.'

38. Issues regarding the transition to net zero carbon are raised in the draft response.

### **Consultation responses**

39. In preparing a suggested response to the current consultation, Greater Cambridge Planning Service officers have engaged with a range of officers, including from the Greater Cambridge Partnership.

### **Effect on Council Priority Areas**

#### **Priority 1 - Growing local businesses and economies**

40. The draft LTP addresses the importance of the transport for supporting the economy and includes a number of policies and proposals to address the needs of businesses.

#### **Priority 2 - Housing that is truly affordable for everyone to live in**

41. Investment in transport infrastructure is important for enabling housing growth. The draft LTP includes schemes identified to support planned growth in the adopted local plan.

#### **Priority 3 – Being green to our core**

42. The draft LTP includes objectives to 'Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change', and 'A commitment to environmental net gain through investment in transport'. It includes a range of schemes and polies to support shift towards sustainable transport modes. The draft response proposed in appendix 1 seeks objectives to be revised to fully reflect net zero carbon ambitions.

### **Background Papers**

Where [the Local Authorities \(Executive Arrangements\) \(Meetings and Access to Information\) \(England\) Regulations 2012](#) require documents to be open to inspection by members of the public, they must be available for inspection: -

- (a) at all reasonable hours at the offices of South Cambridgeshire District Council;
- (b) on the Council's website; and
- (c) in the case of documents to be available for inspection pursuant to regulation 15, on payment of a reasonable fee required by the Council by the person seeking to inspect the documents at the offices of South Cambridgeshire District Council.

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

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

- Community Impact Assessment

## **Appendices**

Appendix 1 Draft Response.

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