

LOCAL TRANSPORT PLAN REFRESH

- **REFRESHED LTP: POLICIES AND STRATEGY.**
- **NEW LTP: LONG TERM TRANSPORT STRATEGY.**

To: **Economy and Environment Committee**

Meeting Date: **26May 2015**

From: **Graham Hughes, Executive Director, Economy and Environment**

Electoral division(s): **All**

Forward Plan ref: **Not applicable** **Key decision:** **Council decision**

Purpose: **To refer the refreshed LTP: Policies and Strategy and the new LTP: Long Term Transport Strategy to Council for final adoption.**

Recommendation: **Committee is asked to:**
Refer the refreshed LTP: Policies and Strategy and the new LTP: Long Term Transport Strategy to Council for adoption as core documents of the Third Cambridgeshire Local Transport Plan, replacing the original document that was adopted in March 2011.

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1. BACKGROUND

- 1.1 Committee considered the refresh of the Third Cambridgeshire Local Transport Plan (LTP3) on 25 November 2014 (see <http://www2.cambridgeshire.gov.uk/CommitteeMinutes/committee-document.aspx/committees-new/econ-env/2014-11-25/Minutes/8498/141125.docx>).
- 1.2 The refreshed LTP3 consists of a new Long Term Transport Strategy and refreshed Policies and Strategy document. In relation to these two documents, Committee agreed to:
 - a) Adopt the refreshed LTP: Policies and Strategy as a core document of the Third Cambridgeshire Local Transport Plan, replacing the original document that was adopted in March 2011.
 - b) Adopt the new LTP: Long Term Transport Strategy as a core document of the Third Cambridgeshire Local Transport Plan.
- 1.3 Ratification of this decision is required by the Council, as under Article 4 of the Constitution, it is one of the policy documents included in the Policy Framework reserved to Council for final approval. Committee is asked to refer the LTP documents to Council for final approval.

2. THE STRATEGY DOCUMENTS

- 2.1 Minor amendments to the document have been made to reflect government funding announcements made since the 25 November 2014 Economy and Environment Committee. These are summarised in **Appendix A**.
- 2.2 The documents can be viewed at the websites linked below. Black and white printed copies of the documents are available for inspection in the Group Rooms.
 - **Refreshed LTP: Policies and Strategy**http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies
 - **New LTP: Long Term Transport Strategy**http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/5

3. ALIGNMENT WITH CORPORATE PRIORITIES

Developing the local economy for the benefit of all

- 3.1 The strategies in the Local Transport Plan support economic and housing growth set out in the District Council's local plans.

Helping people live healthy and independent lives

- 3.2 Transport policy – or specifically, the infrastructure and services that are delivered in response to policy – is critical in maintaining accessibility to key services that enable people to live healthy and independent lives.

Supporting and protecting vulnerable people

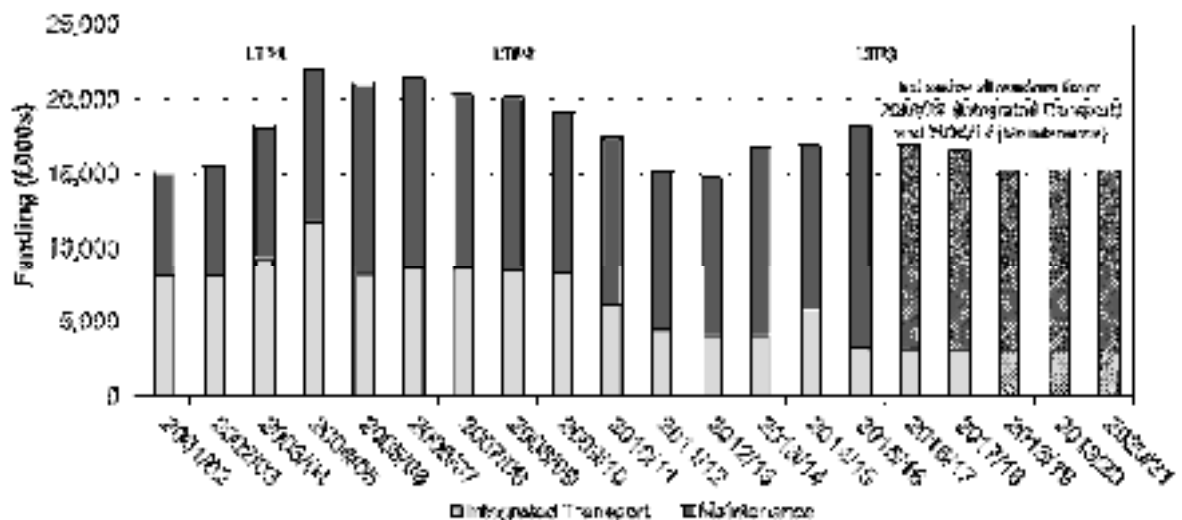
- 3.3 The challenges set out in the LTP: Policies and Strategy document address this issue in some detail, particularly in regard to safety and security.

4. SIGNIFICANT IMPLICATIONS

Resource Implications

- 4.1 The following bullet points set out details of significant implications identified by officers:

- The capital programme contained within the LTP: Long Term Transport Strategy has a massive cost associated with it, but is necessary to support planned economic and housing growth across Cambridgeshire.
- Core capital funding for local transport improvements direct to Local Highway Authorities has been cut significantly since 2010 (see graph below). Spending power in real terms on integrated Transport improvements has reduced by over 75% since 2001/02.



- These strategy documents provide a policy basis against which we can bid for funding for our transport programme from government and other bodies and for negotiations with developers for either direct provision of or for contributions towards provision of transport infrastructure and services.

Statutory, Risk and Legal Implications

- 4.2 The following bullet points set out details of significant implications identified by officers:

- The County Council as Local Highway Authority (LHA) has a statutory duty ([Transport Act 2000](#) and [Local Transport Act 2008](#)) to have a Local Transport Plan.
- The LTP: Long Term Transport Strategy has been developed alongside the new and emerging Local Plans for Cambridge city and the four districts of Cambridgeshire. While the LTP is not a Local Plan document, the LTP: Long Term Transport Strategy is an important part of the evidence base supporting the Local Plans. The lack of strong policy position on transport would be a risk to the Local Plans.

Equality and Diversity Implications

- 4.3 The Community Impact Assessment into the Third Cambridgeshire Local Transport Plan has been reviewed and updated alongside the development of the LTP: Long Term Transport Strategy and the refresh of the LTP: Policies and Strategy (see **Appendix B**).

Engagement and Consultation Implications

- 4.4 Public consultation on the documents took place in June and July of 2014. The results of the consultation were considered at the 21 October 2014 meeting of the Economy and Environment committee.

Localism and Local Member Involvement

- 4.5 The development of the LTP: Long Term Transport Strategy was overseen by the Cambridgeshire & Peterborough Joint Strategic Planning & Transport Member group.

Public Health Implications

- 4.6 The LTP: Policies and Strategy document addresses health issues including air quality, noise, accident reduction, access to health care and the health benefits of active travel.

Source Documents	Location
The LTP: Policies and Strategy and LTP: Long Term Transport Strategy can be viewed at the websites detailed in paragraph 2.3 above.	3 rd floor, Shire Hall, Cambridge

Appendix A: Summary of changes made to the LTP documents to reflect funding and policy announcements by government since November 2014

Policies and Strategy document

- Pages 1-2 and 1-3
Updated text on Integrated Transport Block funding and Maintenance Block funding, and Figure 1.1 to reflect funding allocations for 2015/16 onwards. Updated text on Local Growth Fund.
- Page 4-113
Section on A47 updated to reflect publication of National Infrastructure Plan (NIP).
- Page 4-115
Section on A428 updated to reflect publication of NIP.
- Page 4-115
Paragraphs covering the A1 added, reflecting the announcement of an 'A1 East of England Feasibility Study' in December 2014.
- Page 4-115
Paragraph covering the M11 added, reflecting the inclusion of technology improvements between junctions 8 (Stansted Airport) and 14 (Girton) in the NIP.
- Page 5-1
Final paragraph of Page 5-1 updated to reflect progress on Growth Deal and City Deal.
- Pages 5-1, 5-2 and 5-3.
A428 Black Cat to Caxton Gibbet improvement and A47 / A141 Guyhirn junction improvement added to bulleted list on Page 5.1, and to Figures 5.1 and 5.2, reflecting their inclusion in the NIP.
- Page 5-2
Paragraphs on Local Transport Board (LTB) funding of major schemes removed, as they are largely duplicated in Chapter 6.
- Page 5-11
Text on current position amended to reflect the announcement of Growth Deal funding for the Ely Southern Bypass scheme on 29 January 2015.
- Page 6-1
Figure 6.1 updated with published Integrated Transport block and Maintenance block allocations for 2015/16 onwards. Text discussing the allocations updated to reflect current funding position from these sources.
- Page 6-2
New Figure 6.2 added providing detail of newly published Integrated Transport block and Maintenance block funding for LTP3 period.
- Page 6-4
Details of Growth Deal funding for Ely Southern Bypass scheme added to Local Growth Fund / Growth Deal paragraphs.

Long Term Transport Strategy document

- Page 4-2
Figure 4.1 updated to reflect inclusion of schemes in the governments Road Investment Strategy published on 1 December 2014.
- Pages 4-3 and 4-9
Cost of Cambridge Science Park Station in Figures 4.2 and 4.3 updated to reflect cost stated in National Infrastructure Plan 2014, which was published on 2 December 2014.
- Page 4-4
'A428 Caxton Gibbet to Black Cat capacity improvements' scheme moved from Figure 4.4 (Page 4-12) to Figure 4.2, in light of the inclusion of the scheme in the governments Road Investment Strategy published on 1 December 2014. Scheme name (now 'A428 Caxton Gibbet to Black Cat dualling'), text on scheme, scheme timescales and scheme cost updated to reflect funding announcement.
- Page 4-4
'A47 / A141 Guyhirn junction capacity improvements' scheme added to Figure 4.2, in light of the inclusion of the scheme in the governments Road Investment Strategy published on 1 December 2014.
- Page 4-4
Timing and costs of 'A47 capacity improvements, A1 to Wansford' scheme in Figure 4.2 updated to reflect the governments Road Investment Strategy published on 1 December 2014.
- Page 4-4
'M11 Junctions 8 to 14 – technology upgrade' scheme added to Figure 4.2, in light of the inclusion of the scheme in the governments Roads Investment Strategy published on 1 December 2014.
- Pages 4-7 and 4-9
'A428 / A1198 Caxton Gibbet junction improvements' scheme text in Figure 4.3 updated to reflect that scheme may be delivered as part of the 'A428 Caxton Gibbet to Black Cat dualling' scheme detailed in Figure 4.2.
- Page 4-10
A47 / A141 Guyhirn roundabout removed from the 'A47 Wisbech junction capacity improvements package, as it is now included as a separate Highways Agency funded scheme detailed in Figure 4.2 as noted above.
- Page 4-12
'A1 / A421 Black Cat roundabout capacity improvements' scheme removed from Figure 4.4, as it is included in the A428 Caxton Gibbet to Black Cat capacity improvements scheme detailed in Figure 4.2 as noted above.
- Page 4-12
'A428 Caxton Gibbet to Black Cat capacity improvements' removed from Figure 4.4, as it is now included in Figure 4.2 as noted above.
- Page 4-12
Text on 'A1 capacity improvements at Buckden' amended to reflect the feasibility study work on the A1 announced on 1 December 2014.
- Page 4-26
Figure 4.17 updated to reflect inclusion of schemes in the governments Road Investment Strategy published on 1 December 2014.
- Page 5-1
Cost of Cambridge Science Park Station updated in first paragraph of text on committed funding, to reflect the cost stated in National Infrastructure Plan 2014, which was published on 2 December 2014.

Appendix B: Community Impact Assessment

Directorate / Service Area		Officer undertaking the assessment	
Economy, Transport and Environment / Transport and Infrastructure Policy and Funding		Name: Dearbhla Lawson	
Service / Document / Function being assessed		Job Title: Head of Transport and Infrastructure Policy and Funding	
Third Cambridgeshire Local Transport Plan (LTP3) refresh, incorporating the production of new Long Term Transport Strategy		Contact details: dearbhla.lawson@cambridgeshire.gov.uk	
Business Plan Proposal Number (if relevant)	2014/013		
Aims and Objectives of Service / Document / Function			
<p>The Third Local Transport Plan (LTP3) is being refreshed to reflect new information, the current funding environment and development aspirations as set out in the emerging Local Plans. This involves the review of the Policies and Strategy document and the production of a new Long Term Transport Strategy, and includes public consultation on the refreshed / new documents.</p> <p>It should however be noted that the objectives, challenges and policy direction of the LTP3 have not been changed. The broad aims of the strategies and plans are to improve transport in Cambridgeshire to support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.</p> <p>The consultation will seek feedback from members of the public and stakeholders on the refreshed LTP: Policies and Strategy and new LTP: Long Term Transport Strategy. This feedback will be used to help shape the documents before they get adopted by the County Council.</p>			
What is changing?			
<p>The LTP3 is being refreshed to reflect new information, the current funding environment and development plans, and to incorporate the Transport Strategy for Cambridge and South Cambridgeshire and the draft Long Term Transport Strategy. It should however be noted that the objectives, challenges and policy direction of the LTP3 have not changed. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011.</p>			
Who is involved in this impact assessment?			
e.g. Council officers, partners, service users and community representatives.			
<p>Council officers have carried out this CIA but a wider range of stakeholders and members of the public will have an opportunity to comment on the LTP3 refresh during June and July 2014 when the draft document will be consulted upon through staffed events and via an online survey.</p>			

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	✓		
Disability	✓		
Gender reassignment	✓		
Marriage and civil partnership	✓		
Pregnancy and maternity	✓		
Race	✓		

Impact	Positive	Neutral	Negative
Religion or belief	✓		
Sex	✓		
Sexual orientation	✓		
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	✓		
Deprivation	✓		

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

Positive Impact

As:

- the LTP3 objectives meet the council's priorities and remain unchanged,
- the council will be seeking responses from as many people as possible to the public consultation,
- everybody's views will be treated equally, and will be considered as the final strategies are developed,
- key stakeholders will be made aware of the consultation as well as members of the public through a wide variety of different channels, and
- consultation materials will be made available in other formats if requested;

there is a positive impact on all protected characteristics.

It should be noted that the LTP3 sets out at a high level, transport schemes planned for delivery. As these schemes are confirmed and funding sources secured, more detailed individual CIAs will be carried out as necessary. The council's priorities and LTP3 objectives are linked and listed below. The links between the council's priorities and the LTP objectives are also shown.

Council's priorities:

- Supporting and protecting people when they need it most - we will provide a safety net for vulnerable people until they can take back control of their own lives. Our support will be targeted to those most in need and where we do provide support, it will be to help people towards independence.
- Helping people to live independent and healthy lives in their communities - we want people to be in control of their own lives, as individuals and as part of their community.
- Developing our local economy for the benefit of all - We will help people to access the support they need to get the jobs being created in Cambridgeshire – supporting children and young people to stay in learning and providing a range of options for adults. Across the county, we'll ensure that people can travel safely and are able to access economic opportunities.

LTP Objective 1

Enabling people to thrive, achieve their potential and improve their quality of life.

LTP Objective 2

Supporting and protecting vulnerable people.

LTP Objective 3

Managing and delivering the growth and development of sustainable communities.

LTP Objective 4

Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.

LTP Objective 5

Meeting the challenges of climate change and enhancing the natural environment.

Council Priorities and LTP Objectives

Council Priorities	LTP Objectives				
	1	2	3	4	5
Supporting and protecting people when they need it most	✓	✓✓			
Helping people to live independent and healthy lives in their communities	✓✓	✓✓	✓✓		✓
Developing our local economy for the benefit of all			✓✓	✓✓	✓

Negative Impact

Neutral Impact

Issues or Opportunities that may need to be addressed

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

A wide range of groups will be made aware of the consultations that are carried out, and can feed into the consultation. A list of groups contacted can be made available if required.