

Improving Transport and Connectivity for Cambridgeshire

To: Highways and Transport Committee

Meeting date: 5 December 2023

From: Executive Director of Place and Sustainability

Electoral divisions: All

Key decision: No

Forward Plan ref:

Outcome: The purpose of the report is to provide the Committee with an update on the work being undertaken by the Council and its partners to improve transport and connectivity in Cambridgeshire and the wider region and to agree ongoing work in key areas of activity

Recommendations: It is recommended that the Committee:

- a) Note the decision of the Cambridgeshire and Peterborough Combined Authority Board on 29th November on whether to adopt the Local Transport and Connectivity Plan.
- b) Agree that officers work with the Cambridgeshire and Peterborough Combined Authority to develop a rail strategy.
- c) Note the latest position of the Cambridgeshire and Peterborough Combined Authority in relation to bus reform and improvements.
- d) Agree that the Council will consider changes to the operating models for the Park & Ride and Busway as part of the bus reform work, noting that any recommendations on this would be subject to the agreement of the Council as the owner of these assets.
- e) Agree that officers continue to work with the Cambridgeshire and Peterborough Combined Authority officers on the review of home to school transport and the bus network review to improve the overall efficiency of the bus network.
- f) Agree that the Council will continue work with the Cambridgeshire and Peterborough Combined Authority and the Greater Cambridge Partnership and other partners as set out in section 6 of this report to achieve further government investment in the maintenance, management, and improvement of the transport network.

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1. Background

1.1 On 4 July 2023, [a paper was provided to this Committee](#) which outlined the strategic transport context under which the Council operates. It also provided an update on a range of activities being undertaken to improve the connectivity and sustainability of Cambridgeshire's transport network. This paper provides a further update on activities of the Council and its partners including:

- Development of a rail strategy,
- The Cambridgeshire and Peterborough Combined Authority's (CPCA) draft Local Transport and Connectivity Plan and work being undertaken in relation to bus improvement.
- Funding of transport infrastructure and service enhancements (including recent government announcements),
- Specific decisions of the County Council to support the delivery of these aims.

National transport policy considerations

1.2 In April 2022 the Department for Transport published the '[Transport decarbonisation: local authority toolkit](#)'. At that time, it was anticipated that new guidance on Local Transport Plans would be consulted on in 2022 or early 2023 and published in its final form alongside additional standalone quantifiable carbon reductions guidance in 2023. However, there is no current timetable for the consultation on and publication of the new LTP guidance.

1.3 On 2 October 2023 the Department for Transport published '[The plan for drivers](#)' and '[Future of Transport: supporting rural transport innovation](#)'. Several of the policy positions in the Plan for Drivers might require changes to other policies at a national and local level, particularly those related to the environment and health if they are to be successfully implemented.

Current and planned local transport investment

1.4 The transport programmes being delivered in Cambridgeshire and the strategies that underpin them have the potential to be transformational in terms of the opportunities they provide to enhance connectivity and provide more travel choice for more people. In Greater Cambridge, the City Deal programme being delivered by the Greater Cambridge Partnership (GCP) will provide capacity for growth and better options for many more journeys to be made by public transport and active travel. Investment by the Combined Authority and the County Council is delivering similar improvements across the county, but currently with less funding.

1.5 To build on these programmes and to meet national and local objectives, further investment beyond that currently committed nationally and locally is needed. While this would enable us to continue to update our infrastructure, we also need to challenge the way we manage and fund public transport services. The County Council is working with the Combined Authority and as a GCP partner to address the broad transport and wider strategic context driving the changes we need to see to meet our objectives and those of government.

Draft CPCA Local Transport and Connectivity Plan (LTCP)

- 1.6 The draft Cambridgeshire and Peterborough Combined Authority LTCP sets out the overarching local transport policy framework for Cambridgeshire and Peterborough. It reflects government policy and regional transport priorities and seeks to address local needs. The draft LTCP has six goals, supplemented with eleven objectives:

LTCP Goal: Productivity

Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity.

- Aligned objectives: **Housing, Business and Tourism, Employment, Resilience**

LTCP Goal: Connectivity: People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure.

- Aligned objectives: **Accessibility, Digital**

LTCP Goal: Health: Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer more resilient communities.

- Aligned objectives: **Health and Wellbeing, Air Quality**

LTCP Goal: Environment: Protecting and improving our green spaces and improving nature with a well planned and good quality transport network.

- Aligned objective: **Environment**

LTCP Goal: Climate: Successfully and fairly reducing emissions to net zero by 2050.

- Aligned objective: **Climate Change**

LTCP Goal: Safety: To prevent harm by reducing risk and enabling people to use the transport system with confidence.

- Aligned objective: **Safety**

- 1.7 The objectives have been developed to reflect the Combined Authority's and its partners aims and aspirations for the transport network and how it can support the wider economy, social inclusion, health, safety and the environment within Cambridgeshire and Peterborough. The plan seeks to address the challenges and opportunities inherent in accommodating good growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making. In the context of the goals and objectives, the draft LTCP strategy will deliver measures that align with three principles:

Avoid

- Avoiding unnecessary travel by reducing the number and length of trips needed. This is to be achieved through improving planning for homes, key services and employment sites, travel planning and levels of digital connectivity.

Shift

- Shifting travel choices to more sustainable modes of transport, including public transport, walking, and cycling, away from car use.

Improve

- Improving the operational efficiency and journey experience of our transport network.

- 1.8 The objective of the Avoid –Shift -Improve approach is to promote alternative mobility solutions and to develop sustainable transport systems for the people and businesses of the region to achieve significant carbon emission reductions, reduce energy consumption and congestion, whilst creating healthier and more attractive places to live and work. The Combined Authority will assess transport schemes, initiatives, and policies that it and its constituent authorities bring forward against this approach and the eleven LTCP objectives. The County Council should therefore be mindful of them when developing measures

Status of the LTCP

- 1.9 The LTCP was considered by the CPCA Board on 29 November 2023, with a recommendation for the plan to be adopted. The CPCA Board decision on the LTCP will be reported verbally to committee.
- 1.10 Officers consider that the draft LTCP aligns with the Council's ambitions and objectives, and that wording in the draft LTCP does not commit either the County Council or Peterborough City Council to the implementation of measures that they do not support on the transport networks they manage as Highway Authorities.

2. Bus network review and bus reform

- 2.1 Public Transport has a key role in delivering our ambitions. As set out in the [4 July report](#) to this committee, funding for buses is a challenge, as is the current regulatory model. The Combined Authority's bus strategy was developed with the County Council, Peterborough City Council, the GCP, bus operators and other partners, and sets out an ambitious vision and strategy to improve our bus network for the benefit of communities and businesses.

Bus network review

- 2.2 The CPCA has reviewed 77 tendered services against key metrics including cost per passenger journey, and number of people within the catchment of services providing access to market town / city centre, or centres of employment, leisure, education, or healthcare. On 20 September, the CPCA agreed that contracts for 51 well-performing services should be extended from March 2024 to March 2025. 19 services were subject to further review, and there were seven services that require further information to complete their assessment.
- 2.3 The CPCA Board considered recommendations for the final package [at its 29 November meeting](#). The recommendations included an additional tendered service and three Demand Responsive Transport (DRT) trials. The CPCA Board decision on these recommendations will be reported verbally to committee.

Bus network review and Home to School Transport

2.4 Tendered bus services have been considered alongside the commissioned Home to School transport network to identify whether jointly commissioning services together would improve the overall cost, reliability, and performance of both the public and home to school services. To date two routes have been assessed that have the potential to be jointly commissioned and further due diligence is being undertaken to assess deliverability. These services are:

- 7A: Duxford – Whittlesford – Sawston – Whittlesford – Duxford
CPCA Board recommendation: Retain, with improvements and merge with a home to school service.
- Wittering – Wansford – Caster
CPCA Board recommendation: New tendered service that could make use of an existing home to school contract.

2.5 This approach could deliver a tangible saving to the County Council per student and could improve the commercial viability of some of the tendered bus network and provide a more resilient service for all members of the public. Should this approach be successful, the council and CPCA will explore how this approach might be widened across the bus network.

BSIP+

2.6 On 24 July, the Department for Transport confirmed an allocation for the CPCA from Bus Service Improvement Plan+ funds (BSIP+) of up to £4.62m revenue across 2023/24 (£2.31m) and 2024/2025 (£2.31m). This funding must be spent on bus measures to suit local need (frequency enhancements, new routes, ambitious ticketing incentives). The CPCA Board considered the allocation of BSIP+ funds [at its 29 November meeting](#), with a recommendation to allocate funding to the following proposals:

- **£1.3 million:** More bus services.
 - Increase tendered service budget to support existing and new services, including new DRT services trials.
- **£350,000:** More integrated and available information.
 - Timetable back office, on-street bus stop investment and hard copy timetables for tendered services.
- **£100,000:** More reliable services.
 - Bus Driver recruitment.
 - Bus Signal Priority.
- **£550,000:** Better value for money.
 - Establish new multi-operator ticket.
 - Targeted fare scheme (young people / care leavers / companion passes)
 - Requirement for tendered services to join fare schemes.

2.7 The CPCA Board decision on this recommendation will be reported verbally to committee.

Bus Reform

- 2.8 The CPCA is considering bus reform as a route to achieving the following objectives:
- To maximise the ability of CPCA to achieve a significantly enhanced and integrated bus network as quickly as possible.
 - To maximise the contribution of bus services to the achievement of a range of wider economic, social and environmental policy objectives and goals.
 - To maximise bus users' benefits in respect of coordinated service provision, integrated ticketing, service stability and information provision.
 - To maximise the value for money and benefits achieved from investment made in the bus network.
- 2.9 On 20 September the CPCA Board resolved to commission a review from an independent auditor of the Bus Franchising Scheme assessment in accordance with the provisions of the Bus Services Act 2017. This is an important procedural step towards making a reform decision in future. The draft Outline Business Case was not published and considered by the Board as the decision required related to its assessment and validation as a stage of the process needed to inform its future consideration and a decision on its content. Key headlines from the Business Case were set out in the CPCA Board paper.
- The Outline Business Case considers both Enhanced Partnership and Franchising, under low, medium and high investment scenarios.
 - The draft assessment identifies medium investment franchising as the preferred scenario.
 - If additional investment is not made in the bus network, then the work indicates CPCA should move to Enhanced Partnership model.
- 2.10 Following the audit, the Board will take a decision on whether to move forward and consult the public on a preferred option in early 2024.

Park & Ride and Busway operating model

- 2.11 The County Council operates the Park & Ride and Busway assets which support the overall bus network across the County. The Park & Ride sites on the fringes of Cambridge and on the Busway form a valuable part of the County's strategic transport provision, and act as transport hubs for interchange between car, bus, and Active Travel. At present, the Park & Ride and Busway cater for a combined total of six million annual passenger journeys of. At its pre-covid peak this figure was just under eight million journeys annually.
- 2.12 The current operating model for Park & Ride involves the County Council funding, operating, and maintaining the five Park & Ride sites on the edge of Cambridge. The sites are open access, but bus operators pay a departure charge to use these assets and run services from them on a commercial basis. The net cost to the Council of operation after commercial income and departure charges are accounted for was around £1.1 million in 2022/23, which was covered by on-street parking income and with funding from the GCP. The GCP contribution has subsidised the cost of free parking at park and ride sites since 2018.

- 2.13 Under a separate arrangement, the Council funds, operates, and maintains the Busway and the Park & Ride sites at Longstanton and St Ives, and bus operators pay an access fee for use of the Busway and run Busway services on a commercial basis. The cost of normal operation in 2022/23 was around £800,000. These costs have been funded by operator access charges, although service levels (and access charge income) have not yet recovered to pre-pandemic levels.
- 2.14 As part of the consideration of bus reform, and in the context of work on the Integrated Parking Strategy for Cambridge being co-ordinated by the GCP, different operating models for the Park & Ride sites, and for the Busway might be considered, which could include:
- Operating costs being accounted for in a wider franchise or partnership arrangement for Cambridgeshire and Peterborough.
 - As they are private infrastructure, continuing to operate them separately from a wider franchised or partnership bus network under current arrangements or similar.
 - The County Council or the CPCA contracting Park & Ride and Busway services directly, separate from a wider franchise or partnership arrangement.
- 2.15 [Four GCP transport corridor schemes](#) (Cambourne to Cambridge, Waterbeach to Cambridge, Cambridge Eastern Access, Cambridge South East Transport) involve new proposed busway / segregated bus provision, and / or new or relocated Park & Ride provision. Post construction, the operation and maintenance of these assets would be the responsibility of the County Council, and the operating model for them should be considered alongside the consideration of changes to the model for the current Park & Ride sites and the Busway.
- 2.16 If the role of the Park & Ride sites as transport hubs is to be enhanced, there will be a need to consider changes to the operation of the sites, such as increasing the hours of operation, greater use of the buildings and improved public amenity; along the lines of the GCP's travel hub design principles for new travel hubs. Such changes would have financial implications that would be part of the consideration of the appropriate operating model. This will be considered holistically through the Integrated Parking Strategy being developed by the Greater Cambridge Partnership alongside wider parking policy and revenue implications.
- 2.17 An early example of the potential for increased use of the sites as transport hubs would be service 8A between March, Chatteris and Cottenham, which is proposed to be extended from Cottenham to the Milton Park & Ride site as part of the Bus Network review (see paragraphs 2.2 and 2.3 above). The current end point of this service in Cottenham does not provide any facilities for effective interchange, so this change would provide for significantly improved interchange at the Milton Park & Ride, to drive additional demand.

Bus reliability

- 2.18 The main impediment to the reliable and timely running of bus services is delay caused by congested traffic conditions on the local transport network. Bus operations are particularly vulnerable to congestion as they run on fixed routes to pick up and drop off passengers. The

knock-on effect is increased journey times and reductions in punctuality, meaning bus travel becomes less attractive. Congestion also increases bus operating costs, with fuel use increasing and bus operators needing to run additional buses to maintain frequencies. These costs if passed on to paying passengers can have the effect of making bus travel less viable.

2.19 These problems are most acute in Cambridge. Transport policy in the Cambridge area has focussed on measures to provide priority for bus services (and for pedestrians and cyclists) for well over 30 years. This has been accompanied by measures to manage parking and remove general traffic from the city centre, firstly through the pedestrianisation of the historic core of the city, and then through the Cambridge Core scheme (see [Appendix A](#) for timeline).

2.20 The County Council, GCP and the CPCA continue to plan for and invest in measures to further improve bus reliability. This includes:

- New or reallocated road space for public transport and active travel
 - The GCP programme of transport corridor schemes (Histon Road, Milton Road, Cambourne to Cambridge, Waterbeach to Cambridge, Cambridge Eastern Access).
 - Making the case for funding to deliver the Cambridge South East Transport scheme.
 - Cambridge road network hierarchy review, and further consideration and assessment of potential bus priority measures.
- Management of the local transport network
 - Management of street works to minimise delay for buses.
 - Management of traffic signals at some locations to prioritise bus movements.
 - Engagement with potential new options for technology to enhance the management of traffic signal systems and traveller information.
 - Engagement with bus operators through the Bus Operator's Forum
 - Work to promote shift from private car trips to public transport and active travel.

2.21 It should however be noted that when the road network is operating at or above its capacity, there is limited potential for measures or tools that manage flows on the local transport network to improve public transport reliability more than marginally. To deliver a marked improvement in reliability, they need to be accompanied by measures that reallocate existing road space, provide new segregated capacity, or that reduce levels of general traffic on the wider transport network to allow for more reliable bus (and active travel) trips.

3. Rail Strategy

3.1 Rail forms an integral part of the local transport network in Cambridgeshire as well as providing for longer distance trips across the country. Recent local and national investment has delivered new stations at Cambridge North and Soham, is delivering stations at Cambridge South and Waterbeach new town, and has delivered improvements at Manea and March stations. The planned East West Rail central section between Bedford and Cambridge and the Ely Area Capacity Enhancements are nationally important schemes.

3.2 There are further opportunities for rail to meet local transport needs and meet the council's objectives relating to transport and decarbonisation. Some of these opportunities will take advantage of the planned improvements, such as looking to maximise the use of the additional capacity unlocked by the new stations and track capacity for passenger and freight use. Other opportunities will require further investment, potentially including:

- Linking Wisbech to the national rail network.
- Releasing suppressed passenger demand to the east of Cambridge which is constrained by the single-track line to Newmarket.
- Opportunity for Ely – Soham – Newmarket – Cambridge services requiring a loop at Snailwell.
- Regional opportunities to be unlocked with East West Rail, with through running of services to Norwich and Ipswich.
- Integration of Cambridge South services with the Busway and CSET.
- Integration of the planned East West Rail station at Cambourne with the local bus and active travel network and with the GCP's Cambourne to Cambridge scheme.
- Opportunities for better integration of rail and bus services at other stations, and better active travel links to stations.
- Electrification of rural rail routes in Cambridgeshire and the East of England.

3.3 It is proposed for officers to work with the CPCA to prepare a rail strategy document that would set out the vision for rail playing an enhanced role in the local transport network and embed this strategy as part of the LTCP suite of documents.

4. Transport funding

Funding for local transport improvements and maintenance

4.1 Figures 1, 2, 3 and 4 below show core funding sources for County Council investment in transport improvements and in maintenance of the local transport network (see also [Appendix B](#) for diagram showing links to County Council transport policies). Figures 1 to 4 exclude core funding towards public transport services which is primarily the responsibility of the Combined Authority and is discussed in section 2 above.

Figure 1 Funding for local transport improvements (2023/24)

Funding pot	Funding body	Amount
Local Transport Plan Integrated Transport Block (capital)	Government via CPCA	£3.2 million
Greater Cambridge City Deal (funding only for Cambridge City and South Cambridgeshire District) (capital)	Government	£500 million over 15 years from 2015/16

Figure 2 Sources of additional funds for transport improvements

Funding pot	Funding body	Amount
Active Travel England (ATE) funding (revenue & capital)	ATE via CPCA	Varies by year
Bids to government for major transport scheme funding via the CPCA (capital)	Government via CPCA	Scheme / bid specific
Bids to CPCA, or CPCA commissioning of County Council to deliver CPCA schemes (revenue and capital)	CPCA	Determined annually
County Council funding (revenue and capital)	County Council	Case by case
Developer funding (revenue and capital), typically scheme specific obligations from individual developments) <ul style="list-style-type: none"> • Community Infrastructure Levy (CIL) • Section 106 obligations (S106) • TWA or DCO obligations on scheme promoters 	Developers, scheme promoters	Varies by year

Figure 3 Core funding for maintenance of the local transport network (2023/24)

Funding pot	Funding body	Amount
Local Transport Plan Maintenance Block (needs and incentive) (capital)	Government	£13.2 million
Pothole fund (capital)	Government	£8.2 million
County Council funding for routine maintenance and network management of the local transport network (revenue). Funding includes: <ul style="list-style-type: none"> • £7.319 million – Highway maintenance • £0.935 million – Highways asset management • £3.075 million – Winter maintenance • £0.291 million – Project delivery • £14.141 million – Street lighting • £3.686 million – Traffic management • £0.094 million – Transport Strategy and funding • £0.908 million – Road Safety • £1.736 million – Highways Development Management • £1.780 million – Park & Ride • £7.003 million – Parking Enforcement 	County Council	£42.5 million

Figure 4 Sources of additional funds for maintenance of the local transport network

Funding pot	Funding body	Amount / timing
County Council funding (revenue & capital)	County Council	Case by case
Developer funding for the maintenance and upkeep of infrastructure provided by development (revenue & capital) <ul style="list-style-type: none"> • Section 106 obligations (S106) • Transport and Works Act or Development Consent Order obligations on scheme promoters 	Developers, scheme promoters	Varies by year / scheme

- 4.2 Core capital funding from government via the CPCA for transport improvements – the LTP Integrated Transport Block – is allocated directly without any bidding requirements to Cambridgeshire County Council. This funding has declined by 60% since 2009/10, when the annual settlement for Cambridgeshire was just over £8m. There are opportunities to bid for additional government funding, such as the Active Travel Fund, but overall levels of core funding for local transport improvements from government are still lower than in 2009/10, before inflation is accounted for.
- 4.3 However, the Greater Cambridge City Deal secured funding of £500 million from government to enable major investment in new sustainable transport capacity to support planned growth in Cambridge and South Cambridgeshire. The city deal programme is also supported by developer contributions towards specific schemes linked to individual developments.
- 4.4 Capital funding for transport infrastructure improvements cannot generally be used for the ongoing support of transport services such as improvements to bus service frequencies where ongoing funding is needed. Developer funding can support bus services, but is time limited, relying on services reaching commercial viability for their long-term continuation.
- 4.5 Capital maintenance funding is used for structural renewal of highway assets, and core funding to local authorities is allocated based on a nationally applied formula. Central Government Maintenance Block Funding has declined significantly in real terms since 2010, although not to the same extent as the LTP Integrated Transport Block. Current capital funding from government is around one half to two thirds of the amount that would be needed to maintain the County's roads in their current condition.
- 4.6 The County Council invests a large amount of funding (£42.5 million in 2023/24) into the day-to-day maintenance and management of the local transport network in Cambridgeshire.
- 4.7 A maintenance pressure that is acute in Cambridgeshire compared to most other parts of the country is peat soil affected roads, of which there are 116 (including six A-Roads and 28 B-Roads), accounting for 36% of the local road network by length in the county. The soil conditions mean that these roads are especially prone to soil expansion in wet weather and shrinkage in dry weather, causing deformation leading to undulations, bumps, cracks, and potholes. Changing weather patterns as a result of the changing climate are accelerating and increasing these impacts.

Government announcement – High Speed 2 and Network North

- 4.8 On 4 October 2023 [the Prime Minister announced](#) that the northern section of High Speed 2 (HS2) between Birmingham and Manchester was being cancelled, [and that £36 billion would be invested in regional transport](#), focussed largely on the north of England. The following schemes in the East of England were included as part of that announcement:
- “Ely Junction to be transformed: providing an extra six freight trains per day with access to the Port of Felixstowe, removing the equivalent of 450 lorries from roads in the East of England.

- Remodelling of the Ely North and Haughley Junctions, a vital part of East Anglia's rail network where five busy rail lines converge.
- Doubling train passenger services: on the Ely to King's Lynn and Ipswich to Peterborough routes.
- £180 million to fund road schemes: ensuring the delivery of 13 road schemes across East Anglia, including the A10 between Ely and Cambridge.
- Access to a £2.8 billion roads resurfacing fund to combat the potholes causing misery for drivers.
- £2 bus fare extended: until the end of December 2024 instead of rising to £2.50 as planned."

4.9 Clarification of the detail of the reallocated HS2 funding has been requested from the Department for Transport, and the understanding of officers based on published information and discussions to date is as follows:

- The references to Ely Junction / Ely North refer to the whole of the [Ely Area Capacity Enhancement](#) (EACE) programme and represent a commitment to invest £466 million to deliver the improvements at Ely North and related works including improvements to 132 level crossings. If work were to start immediately, it could take up to a decade to deliver the EACE programme due to the large number of sites where work will be undertaken.
- As both train services noted for service frequency enhancements travel through the Ely area, it is likely that these enhancements will depend on the delivery of the EACE.
- The funding announced for the A10 Ely to Cambridge is additional funding for the current Outline Business Case (OBC) stage of scheme development rather than confirmation of funding for scheme delivery. This funding will raise the government's contribution to the OBC to 100% but does not commit funding for future stages of work at this point.
- The £2.8 billion roads resurfacing fund represents an eleven-year allocation to 2034, is additional to current allocations to 2025, and covers the East of England, South East and South West regions. [Initial allocations were announced on 17 November](#), with the CPCA receiving an allocation of £2.909 million for this financial year (2023/24) and a further £2.909 million in 2024/25. The Cambridgeshire element of this funding is likely to be around £2.3 million each year.

Making Connections

4.10 On [28 September the GCP Executive Board](#) considered the Outline Business Case (OBC) for a proposed scheme to reduce congestion and pollution, and provide people with better, healthier, more sustainable options for their journeys in Cambridge. The preferred option identified in the OBC included a Sustainable Transport Zone involving a peak period Road User Charging scheme. The GCP Joint Assembly asked that the Executive Board consider a summary of the strategic threats and opportunities of not proceeding to the next stage of business case development for Making Connections before the Board took any decision. The summary produced by GCP officers in discussion with officers from the three GCP partner councils is attached in [Appendix C](#).

4.11 The GCP Executive Board agreed that the revised proposals met the strategic objectives of the city deal programme and respond appropriately to issues raised during the consultation. It further agreed that, due to a lack of political consensus, proposals are not at a stage to enable recommendations to be made to the Highways & Transport Committee of the County Council (as Highway Authority) to endorse the Outline Business Case and to progress the Making Connections proposals to the Full Business Case stage.

5. Delivering LTCP objectives

5.1 The transport policy framework set out in the emerging Local Transport and Connectivity Plan is discussed in section 2 of this paper. Challenges to be addressed to meet LTCP goals and objectives, and opportunities for the Combined Authority, the County Council and for local partners to deliver them are set out in [Appendix D](#).

5.2 Many of the measures could provide cross-cutting benefits, such as measures that tackle congestion having potential to support climate change objectives. Action is also needed by government or other partners, for example, in providing the power grid capacity for charging the electric vehicle fleets needed to assist in meeting climate goals.

5.3 As noted in paragraph 1.9 above, the LTCP was considered by the CPCA Board on 29 November 2023, with a recommendation for the plan to be adopted, and officers will update committee verbally on the decision of the CPCA Board. Officers consider that the LTCP as drafted aligns well with the Council's ambitions and objectives, and that wording in the draft LTCP does not commit either the County Council or Peterborough City Council to the implementation of measures that they do not support on the transport networks they manage as Highway Authorities.

6. Next steps for the County Council

6.1 It is important that the consideration of transport interventions to address the transport and wider ambitions of the Council and its partners as set out in the draft LTCP and related County and partner policies continues. The goals and objectives set out in the emerging LTCP similarly have broad support, as does the CPCA's bus strategy. However, it remains the case that to deliver these improvements, funding at levels significantly greater than is currently available from government, from local authority budgets and from commercial bus service fare revenues will be needed. The County Council will, with its partner authorities will undertake work in the following areas to help address this.

6.2 Work with the CPCA, GCP and other Local Authority partners on the further development of the LTCP and its supporting documents

- With the CPCA, develop a Rail Strategy for Cambridgeshire
- Develop the Greater Cambridge Transport Strategy (which will update and supersede the adopted Transport Strategy for Cambridge and South Cambridgeshire), supporting and in step with the development of the emerging Greater Cambridge Local Plan.

- Work with the GCP and CPCA to consider options for the City Access programme following the decision of the GCP Board that proposals on Making Connections were not at a stage to enable recommendations to be made to this committee.
- Continue the update of the East Cambridgeshire Transport Strategy.

6.3 Work with the CPCA, GCP, and with other Local Authority partners on Bus Reform and other bus improvements, including:

- Considering changes to the operational models for the current Park & Ride sites and the Busway, and the appropriate operating model for the new Busway and Park& Ride provision being delivered by the GCP.
- Continuing work with the CPCA to identify further potential efficiencies by jointly commissioning tendered bus services and home to school transport to improve the overall cost, reliability, and performance of both.

6.4 Continue to work to develop solutions to deliver the transport policies set out in the LTCP and in its supporting documents, including:

- Work with CPCA and other local authority partners to evidence and make the case for further devolution of transport powers and funding from government including asks for:
 - A sustainable transport settlement
 - An enhanced road and footway maintenance settlement, including funding to address the particular issues seen on peat affected Fen roads.
- Work with the GCP and CPCA to make the case for funding to deliver the Cambridge South East Transport (CSET) proposals.
- Work with the CPCA to develop the Ely to Cambridge Major Road Network scheme.
- Support and continue to lobby and evidence the need for rail improvements including:
 - Linking Wisbech to the national rail network
 - the Ely Area Capacity Enhancements
 - East West Rail Central section (Bedford to Cambridge)
 - East West Rail Eastern section (Cambridge to Ipswich and Norwich)
 - Other opportunities including those noted in paragraph 3.2 above.
- Seeking additional funding (from CPCA, or from government via the CPCA) to make the Council's transport scheme pipeline more robust, with more schemes at a greater level of maturity to take advantage of funding opportunities including such as the government's Active Travel Fund, or the CPCA's Medium Term Financial Plan.

7. Alignment with ambitions

7.1 Net zero carbon emissions for Cambridgeshire by 2045, and our communities and natural environment are supported to adapt and thrive as the climate changes

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

- The County Council is committed to decarbonising Cambridgeshire by 2045. The strategic framework set out in the Local Transport and Connectivity Plan and discussed in this paper supports our businesses and communities in overcoming private car dependency by providing attractive, affordable alternatives.
- [Appendix C](#) sets out opportunities and challenges in relation to the decision not to proceed with Making Connections, as assessed by GCP officers in discussion with officers of Cambridge City Council, South Cambridgeshire District Council, and Cambridgeshire County Council. This includes reference to the contribution Making Connections could have made to achieving net zero goals in paragraph A.4.9.

7.2 Travel across the county is safer and more environmentally sustainable

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

- The proposals set out a pathway to implementing attractive, sustainable alternatives to the private car, transforming the public transport offer, and our places, to create safer, more environmentally sustainable communities.

7.3 Health inequalities are reduced

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

- The transfer of trips away from private car use to public transport and active travel has a range of health benefits, including improved fitness of the population, and lower emissions of CO₂e and of pollutants such as nitrogen dioxide.
- The roll-out of electric buses is part of the BSIP and is particularly important for the reduction of emissions of fine particulates.
- The strategic transport framework set out in this report would provide an opportunity to focus investment on bus services that would support this priority across Cambridgeshire and Peterborough through bus reform, and on Active Travel infrastructure that would similarly support this priority.
- While BSIP+ funding has been allocated by government for 2023/24 and 2024/25, it is unclear that further funding will be available from Central Government to support Bus Service Improvement Plans beyond this. Funding will be needed to support investment in the BSIP and in supported services through an Enhanced Partnership or Bus franchising.

7.4 People enjoy healthy, safe, and independent lives through timely support that is most suited to their needs

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

- The transfer of trips away from private car use to public transport and active travel has a range of health benefits, including improved fitness of the population, and lower emissions of CO₂e and of pollutants such as nitrogen dioxide and fine particulates.
- More extensive public transport and active travel networks will increase the opportunity for independent living in many areas, as will increased frequencies and hours of operation of bus services.
- The strategic transport framework set out in this report would therefore provide an opportunity to focus investment on bus services that would support this priority across Cambridgeshire and Peterborough through bus reform, and on Active Travel infrastructure that would similarly support this priority.

7.5 Helping people out of poverty and income inequality

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

- The strategic transport framework set out in this report would provide an opportunity to focus investment on bus services that would support this priority across Cambridgeshire and Peterborough through bus reform, and on Active Travel infrastructure that would similarly support this priority.
- While BSIP+ funding has been allocated by government for 2023/24 and 2024/25, it is unclear that further funding will be available from Central Government to support Bus Service Improvement Plans beyond this. Funding will be needed to support investment in the BSIP and in supported services through an Enhanced Partnership or Bus franchising.

7.6 Places and communities prosper because they have a resilient and inclusive economy, access to good quality public services and social justice is prioritised

The strategic transport framework set out in this report has the potential to provide affordable high quality bus services giving access to a greater range of destinations and services on a more frequent basis. Complementary Active Travel infrastructure can further improve accessibility.

7.7 Children and young people have opportunities to thrive

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

- The strategic transport framework set out in this report has the potential to provide affordable high quality bus services giving access to a greater range of destinations and services including improved ability to access education and employment opportunities across more hours of the day. Complementary Active Travel infrastructure can further

improve accessibility for children and young people, including by providing safe high-quality links to education and employment.

- Lack of transport options and constraints on mobility can be a significant factor in loneliness and isolation for children and young people who may not have the opportunity to travel without active travel and public transport options available to them.

8. Significant implications

8.1 Resource implications

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

- At this time, there are no specific identified resource implications associated with work to look at further options. A significant evidence base already exists to inform further work on alternatives to the Making Connections proposals.
- The work identified in the section 6 above may have resource implications for the Council and its partners, but current workstreams noted are resourced, and a number of the activities could bring in the resource needed to support the progression of related projects.

8.2 Procurement / contractual / council Contract Procedure Rules implications

At this time, there are no identified implications in this area associated with work to look at further options. If any procurements are required, they will be undertaken compliant with the Council's Contract Procedure Rules.

8.3 Statutory, legal and risk implications

At this time, there are no identified implications in this area associated with work to look at further options.

8.4 Equality and Diversity implications

The future design and implementation of transport and connectivity schemes has equalities and inclusion at their heart. All future policies will be based on engagement with communities and the design and future operation of schemes will be included equality and inclusion considerations. The overall approach is aimed at tackling fundamental equalities and to enable access for all communities to essential services, employment, leisure and health activities.

8.5 Engagement and communications implications

At this time, there are no identified implications in this area associated with work by the council to look at further options.

8.6 Localism and local member involvement

At this time, there are no identified implications in this area associated with work to look at further options.

8.7 Public Health implications

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

- Lack of transport options and constraints on mobility can be a significant factor in loneliness and isolation, especially for children and young people and for the elderly who may not have the opportunity to travel without active travel and public transport options available to them.

8.8 Climate Change and Environment Implications on Priority Areas:

8.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

8.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: Neutral / Negative

Explanation: Bringing forward proposals to improve sustainable transport have a significant potential to reduce carbon emissions and improve air quality. As detailed in the report and in [Appendix C](#), addressing the expected transport challenges in the future without implementing Making Connections could compromise the ability to carbon objectives in Cambridge.

8.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

8.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: Neutral

Explanation: There are no implications in this area.

8.8.5 Implication 5: Water use, availability and management:

Positive/neutral/negative Status: There are no implications in this area.

Explanation: There are no implications in this area.

8.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: Neutral / Negative

Explanation: As detailed in the report and in [Appendix C](#), addressing the expected transport challenges in the future without implementing Making Connections could compromise the ability to achieve air quality objectives in Cambridge.

8.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: Neutral

Explanation: There are no direct implications in this area.

9. Sign-off of implications

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement and Commercial? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or Pathfinder Legal? Yes

Name of Legal Officer: Emma Duncan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes

Name of Officer: David Allatt

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Climate Change and Environment implications been cleared by the Climate Change Officer? Not a key decision

Name of Officer: Not Applicable

10. Source documents

10.1 Source documents:

- Cambridgeshire and Peterborough Local Transport and Connectivity Plan update to CPCA Transport and Infrastructure Committee, 15 November 2023 – see agenda item 6 and appendices at <https://tinyurl.com/3h28s6up>
- Bus Strategy update to CPCA Transport and Infrastructure Committee, 15 November 2023 – see agenda Item 7 and appendices at <https://tinyurl.com/3h28s6up>
- Cambridgeshire and Peterborough Combined Authority Bus Strategy – see <https://tinyurl.com/48by5p3r>
- CPCA Board consideration of recommendation from the CPCA Transport and Infrastructure Committee on the LTCP and on the bus reform, 29 November 2023 – see <https://tinyurl.com/3rsxaxcn>
- Transport Strategy for Cambridge and South Cambridgeshire – see <https://tinyurl.com/2h24yazy>
- GCP Making Connections Outline “Business Case”, August 2023 – see <https://tinyurl.com/y6475r22>
- GCP Executive Board Report, 28th September 2023 (Agenda item 6, “Making Connections OBC and next steps”) – see <https://tinyurl.com/2x69bbxd>

Appendix A: Timeline of the introduction of bus priority measures, Park & Ride and the Core Traffic Scheme in Cambridge

General timeline* of introduction of bus priority measures in Cambridge, the Cambridge Park & Ride sites, and the Cambridgeshire Guided Busway

Date	Bus gates / general traffic restrictions	Bus Lanes / segregated bus provision	Park & Ride sites
1960s	King Street / Senate House road closure	-	-
1970's	-	-	Clifton Road
1982 - 1992	'Triangle' road closures, historic city centre pedestrianised	-	-
1989	-	-	Cowley Road
1993	Cowley Road bus gate	-	-
1996	Core scheme 1: Bridge Street	Milton Road	Madingley Road
1997	Core scheme 2: Emmanuel Road	Newmarket Road	Newmarket Road
1999	Wort's Causeway bus gate	-	Babraham Road (replaced Clifton Road)
2001	-	Trumpington Road, Shelford Road	Trumpington
2002	-	-	Babraham Road expanded
2003	Core scheme 3: Silver Street	-	-
2008	Core scheme 4: Emmanuel Street / St Andrews Street	-	Milton (replaced Cowley Road)
2011	-	The Busway, Milton Road	St Ives and Longstanton
2012	-	-	Babraham Road expanded
2017	Core scheme: camera enforcement replaces rising bollards at bus gates	Busway extended to Cambridge North station	-
2020	Mill Road bus gate (experimental)	-	-
2021	-	Histon Road (GCP)	-
2024	Mill Road bus gate (implementation planned for early 2024)	Milton Road (GCP) (under construction)	-

*Dates for introduction of bus lanes on Hills Road, Elizabeth Way and Victoria Avenue not detailed.

Cambridge city centre pedestrianisation and core traffic scheme restrictions



Appendix B Current and potential future transport funding

Transport funding for local transport improvements and maintenance of the local transport network, 2023/24

Transport Policies / Strategies	Core Funding	Potential sources of additional funding
<p>Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan</p> <p>County Council Transport Strategies</p> <ul style="list-style-type: none"> Active Travel (inc. LCWIP / ROWIP) East Cambridgeshire Fenland Greater Cambridge Huntingdonshire Road Safety Vision Zero 	<p>Greater Cambridge City Deal funding from government (£500m over 15 years – Capital – subject to gateway review)</p> <p>LTP Integrated Transport Block from HMG via CPCA (£3.2m – Capital): Delivering Transport Strategy Aims (£1.35m) Minor Accessibility works (£15k) Minor Rights of Way works (£60k) Air Quality (£25k) Strategy Development (£345k) Scheme Development (£200k) Road Safety (£600k) Local Highway Improvements (£620k)</p> <p>Local Highway Improvements Parish Council match funding (Capital)</p>	<p>Bids to Government for Active Travel funding via CPCA (Capital / Revenue)</p> <p>Bids to Government for Major Schemes funding via CPCA / EEH (Capital)</p> <p>Bids for National Highways Legacy / Designated Funds (Capital – A14 / A428 scheme specific)</p> <p>Bids to CPCA (Capital / Revenue)</p> <p>Developer funding (S106, CIL, DCO / TWAO) (Capital)</p> <p>County Council funding (Capital / Revenue / Borrowing)</p>
<p>Transport network Maintenance</p> <ul style="list-style-type: none"> Highway Asset Management Policy / Strategy Highway Operational Standards 	<p>LTP Maintenance Block (needs & incentive) (£13.1m – Capital) and Pothole Fund (£8.2m – Capital) from HMG via CPCA</p> <p>County Council network management and routine maintenance budgets (£41.5m – Revenue)</p> <p>County Council capital maintenance funding (£4m – Prudential Borrowing)</p>	<p>Developer funding (S106, CIL, DCO / TWAO) (Capital)</p> <p>Additional County Council funding (Capital / Revenue / Borrowing)</p>

Appendix C Strategic assessment of the threats and opportunities of not proceeding with Making Connections.

The assessment below was produced by GCP officers at request of GCP Joint Assembly for consideration by GCP Executive Board on 28 September and was included as Appendix 4 of the Executive Board paper on Making Connections.

Introduction

- A.4.1 The Joint Assembly asked that the Board consider a summary of the strategic threats and opportunities of not proceeding to the next stage of business case development for Making Connections, before it takes that decision.
- A.4.2 This appendix summarises those points, the majority of which are already covered in the paper or the Outline Business Case (OBC). This section draws them together in one place for ease of reference, cross referencing to the relevant sources for brevity.
- A.4.3 Alternative options to manage demand for car travel and raise revenue exist. They have already been considered as part of the business case development process but were found to be less able to meet the objectives set by the Board for Making Connections and previous consultations found to be less publicly acceptable. The paper assumes that a decision not to proceed would entail looking at 'next best' solutions, or packages of measures rather than doing nothing but also that, based on previous technical work, alternatives are likely to deliver less progress towards objectives than the options set out in the Outline Business Case. Doing so would be subject to a new business case development process, consultation and decision making process.

Opportunities

- A.4.4 **Potential to reset objectives:** based on evidence of the public appetite for change from the consultation, and the acceptability of the types of proposals that would be required to achieve them, consider whether less ambitious programme objectives should be considered.
- A.4.5 **Opportunity to build greater consensus:** The chance to consider alternative options for reducing congestion and raising revenue to invest in bus services which enjoy greater public support. Whilst other options previously gathered lower support than road user charging, those consultations took place at a conceptual stage and before the 2022 consultation on Making Connections. It is possible that the subsequent widespread public debate generated by that consultation, may support developing greater consensus on alternative options.

Threats

- A.4.6 **Bus network impacts:** In the absence of financial investment, the commercial viability of the bus network is likely to continue to decline, following national and local trends because of both declining patronage and increasing congestion.
- A.4.7 **Traffic impacts:** The growth trend in highway traffic will continue whilst the use of public transport, particularly buses, may continue to decline. If nothing is done to address the issues identified and encourage positive behavioural change, the CSRM model forecasts suggest there will be significant increases in network delay and journey times over current levels, accompanied by substantial decreases in average journey speeds up to 2041.
- A.4.8 **Associated environmental impacts:** The expected transport challenges in the future without implementing Making Connections will also compromise the ability to achieve the targets in the economic, air quality and health policies of GCP partners.
- A.4.9 **Achieving net zero goals:** All three partner councils have declared climate emergencies and have set themselves the goal of achieving net zero by 2030 (in the case of Cambridge), 2045 (Cambridgeshire) and 2050 (South Cambridgeshire. Not proceeding with Making Connections proposals would mean missing out on a potentially significant contributor to overall carbon reduction.
- A.4.10 **Equalities, Distributional Impacts and Health Impacts:** Given the rural nature of the travel to work areas surrounding Cambridge, there is likely to be an increased presence of rural deprivation and isolation in some communities. Those who are disabled, on low incomes, children and older people in particular, are more likely to suffer adverse impacts of not proceeding.
- A.4.11 **Business Impacts:** for all sectors there is likely to be a negative impact of increased congestion and deteriorating public transport in terms of being able to attract both workers and customers. Transport costs will also increase due to congestion. However many businesses considered these impacts to be less than incurring a road user charge on the traffic movements requirement for their business operations.
- A.4.12 **Revenue impacts:** The net revenue achieved by an STZ would be foregone and would not be invested into the bus network
- A.4.13 **CPCA bus reform:** The Making Connections proposals and the CPCA's bus reform work are independent of one another, and there are no direct implications for the CPCA's bus reform programme of a decision not to proceed with Making Connections. However, bus reform is likely to require public sector investment and a decision not to proceed with an STZ would remove one potential funding source, amongst several which are being considered in the round through the CPCA's business case development.
- A.4.14 **City deal / gateway review:** there is no known direct impact of a decision not to proceed on the city deal gateway review process. There is no conditionality between road user

charging (or any specific element of the GCP programme) and release of future funding. The gateway process will assess progress and whether the GCP has been able to achieve, or has clear plans to achieve, the objectives it has set for itself.

- A.4.15 **Emerging Greater Cambridge Shared Local Plan:** Transport modelling supporting the emerging Greater Cambridge Local Plan First Proposals assumed in its baseline that the full programme of GCP schemes would be delivered, and included an assumption for traffic reduction due to City Access measures rather than a specific Making Connections scheme. If Making Connections or another form of demand management were not to be taken forwards, the transport modelling supporting the Local Plan would need to be rerun without the City Access assumption to understand the implications. This may delay the programme for confirming the plan.
- A.4.16 If the modelling no longer supports the earlier assumptions underpinning the development strategy for growth, officers would need to explore whether any alternative interventions could sustain the current spatial development strategy. In the event that a suitable alternative cannot be identified, the existing development strategy overall may need to be revisited, and different growth level scenarios/spatial strategies considered. In the case of a review of alternative measures, the Local Plan programme would need to await this work before it could progress. The current government's proposals for accelerating growth in Cambridge ('Cambridge 2040') and work on water has already prompted a pause in the programme whilst those issues are resolved but the need to understand alternatives to Making Connections may further extend that process. In the event of a need to reconsider the wider spatial development strategy, a significant further delay is likely to test alternative growth level options/spatial strategies before a "sound" plan could be brought forward with appropriate justification.

Appendix D Challenges to be addressed to enable the objectives of the Cambridgeshire and Peterborough Combined Authority's Local Transport and Connectivity Plan to be met

The following appendix details the objectives and challenges associated with them set out in the CPCA's LTCP and provides a non-exhaustive list of the types of interventions that might allow those challenges to be met.

LTCP Goal: Productivity.

Giving both employers and people the means to achieve more of their potential, making them more efficient and more innovative to create more prosperity.

Key challenges

- Catering for the transport demand planned housing and employment growth sustainably and without worsening congestion and having adverse health and environmental impacts.
- Addressing existing congestion to improve productivity and unlock local growth.
- Improved digital connectivity allowing access to services or employment opportunities without the need to travel.

Measures to address these challenges.

- Provision of new sustainable transport capacity.
 - In Greater Cambridge, the GCP programme – a package of strategic sustainable connections, linked to strategic Park & Ride including new segregated busways and Active Travel corridors.
 - Bus priority measures / reallocation of road space to buses.
 - Enhanced and expanded Active Travel networks across Cambridgeshire.
- Network management.
 - Smart signals.
 - Road network hierarchy review
 - Improved highway maintenance
- Land use planning.
 - Allocations for new development to be in locations that will provide the best opportunity for the use of non-car modes.
 - Development providing new sustainable transport capacity to provide for greater proportions of their trips.
- Improved coverage and improved reliability of local bus services.
 - Enhanced partnership or Bus franchising, and new funding for bus services, to deliver:
 - Enhanced bus service frequencies and hours of operation.
 - New services for areas without regular bus services.
 - More affordable fare levels.
 - Network / multi operator ticketing.

LTCP Goal: Connectivity.

People and communities are brought closer together, giving more opportunities for work, education, leisure and pleasure.

Key challenges

- Reliability and connectivity of rural and urban bus services, and lack of bus services in many areas or at certain times.
- Lack of active travel options for many trips, particularly in rural areas where links between villages and towns may be poor quality or absent.
- Congestion as a barrier to reliable and timely provision of local public transport services.
- Lack of integration of different transport options, including, bus, rail and active travel.
- Need for improved digital connectivity allowing access to services or employment opportunities without the need to travel.
- Equality of opportunity to access work, education, leisure and pleasure, including for groups with protected characteristics.

Measures that could address or contribute to addressing these challenges.

- Provision of new sustainable transport capacity (see Productivity above).
- Land use planning (see Productivity above).
- Improved coverage and improved reliability of local bus services (see Productivity above).

LTCP Goal: Health.

Improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer more resilient communities.

Key challenges

- Provide greater access and opportunity for healthy journeys.
- Adapt the transport network to cater for and facilitate new ways of living / working and deliver growth in high quality places.
- Delivering 'healthy streets' which improve the public realm and support local businesses and residents, while maintaining access and connectivity for all.
- Reducing nitrogen oxide and fine particulate matter emissions from local vehicular traffic.

Measures that could address or contribute to addressing these challenges.

- Provision of new sustainable transport capacity (see Productivity above), and in particular...
 - ...Enhanced and expanded Active Travel networks across Cambridgeshire.
- Electric Vehicle Strategy.
 - Green Buses.
 - On-street and off-street electric vehicle charging infrastructure.
- Network management
 - Road network hierarchy review
- Government / private sector actions.
 - Power grid capacity to charge electrically powered vehicle fleets.

LTCP Goal: Environment.

Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network.

Key challenges

- Ensuring that the environmental impacts of the local transport network are understood and that environmental impacts of new infrastructure are mitigated.
- Reducing nitrogen oxide and fine particulate matter emissions from local vehicular traffic.
- Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles.
- Achieving Biodiversity net-gain from local major transport schemes.

Measures that could address or contribute to addressing these challenges.

- Provision of new sustainable transport capacity (see Productivity above), and in particular...
 - ...Enhanced and expanded Active Travel networks across Cambridgeshire.
- Electric Vehicle Strategy.
 - Green Buses.
 - On-street and off-street electric vehicle charging infrastructure.
- Network management
 - Road network hierarchy review
- Land use planning.
 - Allocations for new development to be in locations that will provide the best opportunity for the use of non-car modes, and that minimise environmental impact from their transport demand.
 - Delivery of high-quality places, where people can live healthy, sustainable lives and adapt to new ways of living and working.
- Government / private sector actions.
 - Power grid capacity to charge electrically powered vehicle fleets.

LTCP Goal: Climate. Successfully and fairly reducing emissions to net zero by 2050.

Key challenges

- Identification of measures needed to achieve a viable pathway to net-zero by 2045.
- Motor vehicle fleet will need to move to electric power (or away from fossil fuel power).
- Significant reductions in vehicle mileage from today's levels (see [LTCP Appendix M – Quantified Carbon Assessment - Briefing Document](#)) and changes in the way we travel, and how we access services are also needed to meet net zero targets.
- Reliability and connectivity of rural and urban bus services. Need for a range of sustainable alternatives to the private car (including rail, buses, active travel) and integration of different transport options.
- Lack of Active Travel options for many trips, particularly in rural areas where links between villages and towns may be of poor quality or entirely absent.

Measures that could address or contribute to addressing these challenges.

- Provision of new sustainable transport capacity (see Productivity above).
- Land use planning (see Productivity above).
- Improved coverage and improved reliability of local bus services (see Productivity above).
- Electric Vehicle Strategy.
 - Green Buses.
 - On-street and off-street electric vehicle charging infrastructure.
- Measures to achieve reductions in travel by motor vehicles from today's levels.
 - Road network hierarchy review (Cambridge).
 - Parking strategy
 - On-street – Residents parking zones / parking restrictions
 - Off-street – public and private car park charges and availability.
 - Consideration of fees / levies
 - Fiscal measures
- Government / private sector actions.
 - Power grid capacity to charge electrically powered vehicle fleets.
 - National clarity on the policy approach to changing travel behaviour is needed. There would appear to be the opportunity with the move to an electric vehicle fleet for progressive policies on duties and taxes to incentivise change and to more measures to support the changes in travel behaviour needed to achieve climate goals and objectives.

LTCP Goal: Safety.

To prevent harm by reducing risk and enabling people to use the transport system with confidence.

Key challenges

- To achieve the long-term Vision Zero goal, where no people are killed or severely injured on the Cambridgeshire's roads, and to meet the 2030 target of a 50% reduction in road deaths and serious injuries.

Measures that could address or contribute to addressing these challenges.

- Road safety improvements, informed by:
 - Cluster analysis – the identification of specific locations where safety can be improved.
 - Route analysis – the identification of specific lengths of roads where safety can be improved.
- Road safety audit – to ensure that new or modified road layouts are safe for all users.
 - Aligned with Active Travel audit – ensuring that the needs of pedestrians and cyclists are considered at the outset of scheme design and are addressed safely.
- Work with road users and future travellers to ensure as far as possible that our transport network and the vehicles on it are used safely.
 - Ridefree online training for motorcyclists.
 - Work with schools including
 - Road safety education – from early years through to secondary school / college.
 - School travel plans
 - Reducing school run congestion