

**COMBINED AUTHORITY CONSULTATION ON NEW LOCAL TRANSPORT PLAN  
FOR CAMBRIDGESHIRE AND PETERBOROUGH**

*To:* **Economy and Environment**

*Meeting Date:* **19<sup>th</sup> September 2019**

*From:* **Steve Cox, Executive Director, Place and Economy**

*Electoral division(s):* **All**

*Forward Plan ref:* **Not Applicable**      *Key decision:* **No**

*Purpose:* **To seek approval of the proposed response to the consultation on the draft Cambridgeshire and Peterborough Combined Authority's Local Transport Plan**

*Recommendation:* **Members are asked to:**

**Comment on and approve the County Council's proposed response to the consultation on the draft Cambridgeshire and Peterborough Combined Authority's Local Transport Plan**

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## **1 BACKGROUND**

- 1.1 The Devolution Deal of 2017 established the Cambridgeshire and Peterborough Combined Authority (CPCA) as a Local Transport Authority, with many transport powers transferred or shared with Cambridgeshire County Council (CCC) and Peterborough City Council (PCC).
- 1.2 One of the key roles that now lies with the CPCA is the statutory responsibility to produce a Local Transport Plan (LTP) covering the CPCA area, which sets out plans and strategies for maintaining and improving all aspects of the local transport system. In July 2017, the CPCA adopted the previous CCC and PCC LTP's as CPCA documents that together fulfilled this statutory responsibility on an interim basis.
- 1.3 Subsequently, the CPCA have produced a draft LTP and are consulting on this between 17 June and 27 September 2019. The draft LTP sets out the vision, goals and objectives (which will define the strategic approach up to 2050) and the policies designed to deliver the objectives. It also identifies a programme of transport schemes to deliver the plans objectives
- 1.4 A draft evidence base annex provides evidence of the current & future transport, economic, social and environmental situation to provide a context for plan making, and the plan is also accompanied by a draft annex of transport policies.
- 1.5 The Plan is also accompanied by a Strategic Environmental Assessment (SEA), a Communities Impact Assessment (CIA) and a Habitats Regulation Assessment.
- 1.6 The LTP also sets out an intention to prepare a Transport Delivery Plan for the LTP which will house details of how the transport improvements will be delivered. However, this does not form part of the current draft documents. The Transport Delivery Plan is being developed in parallel with 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 be reviewed annually.
- 1.7 Appendix 1 of this report contains the full proposed response, collated from across various teams within CCC.

## **2 MAIN ISSUES**

- 2.1 The draft Vision, aims and objectives contained within the LTP are generally supported and there is some good alignment of these objectives with those set out in key economic evidence base documents such as the Cambridgeshire and Peterborough Independent Economic Review (CPIER) and Local Industrial Strategy (LIS). It also includes key environment and societal objectives, which are critical to delivering sustainable transport options for all within the region. The Vision could be strengthened by adding Government's Net Zero carbon emissions target by 2050 and reflecting Government's Clean Growth Strategy into the objective on 'sustainable growth'. For example this could be expanded to ' - the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life, protect and enhances the environment *whilst also proactively managing the impacts of climate change on infrastructure currently experienced* .

- 2.2 However, there is frequently a lack of detail beneath the strategic level. For the LTPs' objectives to be fully achieved, future reviews of the LTP will need to build on the policies contained within the Plan, and integrate more fully with planned growth to deliver innovative transport schemes, whilst reducing carbon emissions to net zero by 2050.
- 2.3 Having worked closely together during the consultation process, CCC's response to numerous aspects of the Plan are very much aligned with partners at the District and City Councils, as well as the Greater Cambridge Partnership. This includes support for the CAM, the major scheme proposals and the Aims, Objectives and Policy direction. It also includes a common wish to see the LTP remain flexible and able to react to advancing technology, the wish to see more detail below the strategic level, a need for reviews and a wish to meet net carbon emission targets across the region.

### **Road Building**

- 2.4 The LTP contains a number of major scheme priorities, with a reasonably strong focus on road capacity increases on key routes. It is important to reflect on these priorities in the context of recent Climate Change Emergencies declared by Cambridgeshire County Council and other Local Authorities. Whilst movement on these routes has been identified through a strong evidence base as very important for the region strategically and locally, and lack of capacity as a constraint to economic growth, it is also vitally important that multimodal approaches to solving these capacity issues are better reflected in the LTP.
- 2.5 Transport is the largest sector for carbon emissions in Cambridgeshire, and any major road building proposals need to be considered as part of an integrated strategy that manages demand, reduces carbon emissions and does not feed additional traffic into urban areas that cannot cope with it.

### **Major Schemes**

- 2.6 In particular the ambitions for the Cambridgeshire Autonomous Metro (CAM) are strongly supported as these could bring transformational per capita carbon footprint reductions in rural communities. Other schemes such as major capacity improvements to the A10, A47 and A428, and programme of schemes being developed and delivered by the Greater Cambridge Partnership are also supported.
- 2.7 There is also a strong focus on rail and rail capacity increases, in line with CCC priorities and the Cambridgeshire Capacity Study. New stations at Soham and Cambridge South, and the relocation of Waterbeach station are prioritised, along with Ely Area Capacity Enhancements and East-West Rail.

### **Active Travel**

- 2.8 The LTP features good, positive objectives and policies on walking and cycling and an aim to improve these as modes across the region. More focus in the LTP on the importance of cycling as a mode of travel, especially for work journeys in the Greater Cambridge area, would be beneficial. There are a number of areas throughout the LTP where the role and importance of cycling and walking as a mode could be made stronger, especially with the opportunity of electric bikes, which will engage a wider audience in cycling.

## **Associated Documents**

- 2.9 Whilst the LTP sets out the high level strategy for the CPCA region, and there is a stated intention to develop a Transport Delivery Plan in order to help with delivery of the schemes identified, it does not cover the 'child documents' (those more detailed strategy and operational documents that fall under the umbrella of the LTP).
- 2.10 These 'child' documents often form a crucial part of evidence base for Local Plans, transport scheme development, as a basis for funding bids, and just as critically, as a policy basis for the negotiation of transport related planning obligations from development. They include:
- Existing or new area specific strategies, for Cambridge & South Cambridgeshire, East Cambridgeshire, Fenland and Huntingdonshire
  - The Rights of Way Improvement Plan
  - The HGV (Heavy Goods Vehicle) Routing Strategy (and map)
  - Highways Policies
  - Smart Transport Strategy
  - Existing or new mode specific strategies such as for Public Transport, Active Travel (including the Local Cycling and Walking Infrastructure Plan)
  - Energy infrastructure planning for the decarbonisation of transport
- 2.11 Clarity is needed on how the CPCA wishes to address this, as there is currently a gap in governance that is being filled by default by the arrangements that were in place before the CPCA was established as a Local Transport Authority. Confirmation that current arrangements can continue, or what they will be replaced with is needed. Any such revisions would need to be developed closely with the local Highway Authorities.

## **Delivery and targets**

- 2.12 More certainty on delivery timescales and targets throughout the LTP would be welcomed, including for Climate Change and emission reductions, where targets in line with National and Local Policy should be included.
- 2.13 In addition, a clear understanding of how the plan will impact upon carbon targets, and a defined plan to achieve the targets is needed. The LTP does not detail how transport emissions targets will be met, or how the major interventions that are planned will contribute (positively or negatively) to the meeting of emissions targets and objectives.

## **3 ALIGNMENT WITH CORPORATE PRIORITIES**

### **A good quality of life for everyone**

- 3.1 The implications for this priority are set out in the appended draft response.

### **Thriving places for people to live**

- 3.2 The implications for this priority are set out in the appended draft response.

## **The best start for Cambridgeshire's children**

- 3.3 There are no significant implications for this priority.

## **4 SIGNIFICANT IMPLICATIONS**

### **Resource Implications**

- 4.1 Implications in this category are discussed in paragraphs 2.9 to 2.11. The resourcing, funding and governance of local transport strategy development and transport scheme development between the CPCA, CCC and PCC is not clearly defined at the current time.

### **Procurement / Contractual / Council Contract Procedure Rules Implications**

- 4.2 There are no significant implications within this category.

### **Statutory, Risk and Legal Implications**

- 4.3 Production and maintenance of an up-to-date LTP is a statutory requirement. These duties fall on the Combined Authority, but as noted in the report, and in paragraph 4.1 above, there is a need for more clarity on governance of some functions between the CPCA, CCC and PCC.

### **Equality and Diversity Implications**

- 4.4 The draft LTP includes a Community Impact Assessment which assessed the equality impacts of the proposed policies in compliance with the Public Sector Equality Duty specified in the Equality Act 2010 and CCC's Equality Strategy. There are no significant negative impacts.

### **Engagement and Consultation Implications**

- 4.5 The CPCA is carrying out a full consultation on their LTP, as discussed above.

### **Localism and Local Member Involvement**

- 4.6 There are no significant implications within this category.

### **Public Health Implications**

- 4.7 Transport has a material impact on people's health and wellbeing and the CA LTP, needs to address these, particularly regarding access to transport, active travel and air quality. The Public Health Department have been involved in the production of the LTP through the LTP working group.

<b>Source Documents</b>	<b>Location</b>
Cambridgeshire & Peterborough Combined Authority Local Transport Plan	Room 301, Shire Hall, Cambridge and <a href="https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltpl/">https://cambridgeshirepeterborough-ca.gov.uk/about-us/programmes/transport/ltpl/</a>

<b>Implications</b>	<b>Officer Clearance</b>
<b>Have the resource implications been cleared by Finance?</b>	Yes Sarah Heywood
<b>Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?</b>	Yes Gus de Silva
<b>Has the impact on statutory, legal and risk implications been cleared by LGSS Law?</b>	Yes Fiona McMillan
<b>Have the equality and diversity implications been cleared by your Service Contact?</b>	Yes Elsa Evans
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Sarah Silk
<b>Have any localism and Local Member involvement issues been cleared by your Service Contact?</b>	Yes Andy Preston
<b>Have any Public Health implications been cleared by Public Health</b>	Yes Tess Campbell