

Future Transport Priorities

- To: Highways and Transport Committee
- Meeting Date: 7th December 2021
- From: Steve Cox, Executive Director Place and Economy
- Electoral division(s): All
- Key decision: No
- Forward Plan ref: N/A
- Outcome: To update the Committee on the proposed review of sifting criteria for the Transport Investment Plan (TIP) to inform and prioritise a transport scheme development programme and provide a proposed process and set of priorities for the review of existing, and preparation of new transport strategies.
- Recommendation: Members are requested to:
- a) Note progress towards the Joint Administration's year 1 actions relating to transport policy and strategy development;
 - b) Approve the proposed programme for reviewing existing transport strategies and preparing new transport strategies;
 - c) Note the programme of transport study work;
 - d) Approve, subject to the agreement of scope and funding with the CPCA, the Council undertaking work on a Newmarket to Guyhirn study (A141 / A142); and
 - e) Approve the process outlined in the report, including Member engagement, to update the transport scheme development sifting criteria, including for the prioritisation of LTP Integrated Transport Block funding.

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Member contacts:

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1 Background

Joint Administration transport priorities

1.1 On 6 July 2021, the Council's Strategy and Resources Committee considered the Joint Agreement Action Plan. For transport, the Joint Agreement states:

“We will focus on modal shift to encourage more residents out of their cars, along with infrastructure development, the encouragement of sustainable travel, and securing safe routes and connections for pedestrians and cyclists. We will consult communities openly and transparently on highways projects that affect them. We will seek to invest more in road, footway, and cycleway maintenance and routine gulley clearance, and end the freeze on residents' parking schemes.

We will continue to work on ways in which we can limit HGVs rat-running through villages and urban communities. In partnership with local communities, we will make the option of 20mph zones more widely available, and easier to obtain.

We will work with the Greater Cambridge Partnership to achieve a sustainable bus network for Greater Cambridge.”

1.2 The Strategy and Resources paper identified seven year 1 actions relating to the work of the Council's Transport Strategy team, as shown in Table 1 below. Appendix 1 provides a brief update on progress towards these actions.

Table 1 Joint Agreement: year 1 actions relating to transport policy

Ref	Action	Milestone	Lead Officer(s)
T.1	Work with partners on policies which enhance Local Plans and support the Local Transport Plan review.	Mar '22	Jeremy Smith
T.2	Carry out consultation on new active travel strategy for the County.	Mar '22	Jeremy Smith
T.3	Work in partnership with the Greater Cambridge Partnership (GCP) on a review of the road hierarchy.	Oct '21	Jeremy Smith / GCP
T.4	Continued development of Huntingdon and Fenland transport strategies to include support for modal shift.	Mar '22	Jeremy Smith
T.5	Commence procurement for replacement of the Cambridge Sub Regional Transport Model (CSRM) in partnership with GCP and Cambridgeshire and Peterborough Combined Authority (CPCA).	Oct '21	Jeremy Smith
T.7	Develop and adopt new standards for pedestrian and cycling infrastructure informed by Local Transport Note (LTN)1/20.	Dec '21	Jeremy Smith
T.8	Review and refresh the Council's transport priorities.	Mar '22	Jeremy Smith

1.3 This paper addresses three main areas:

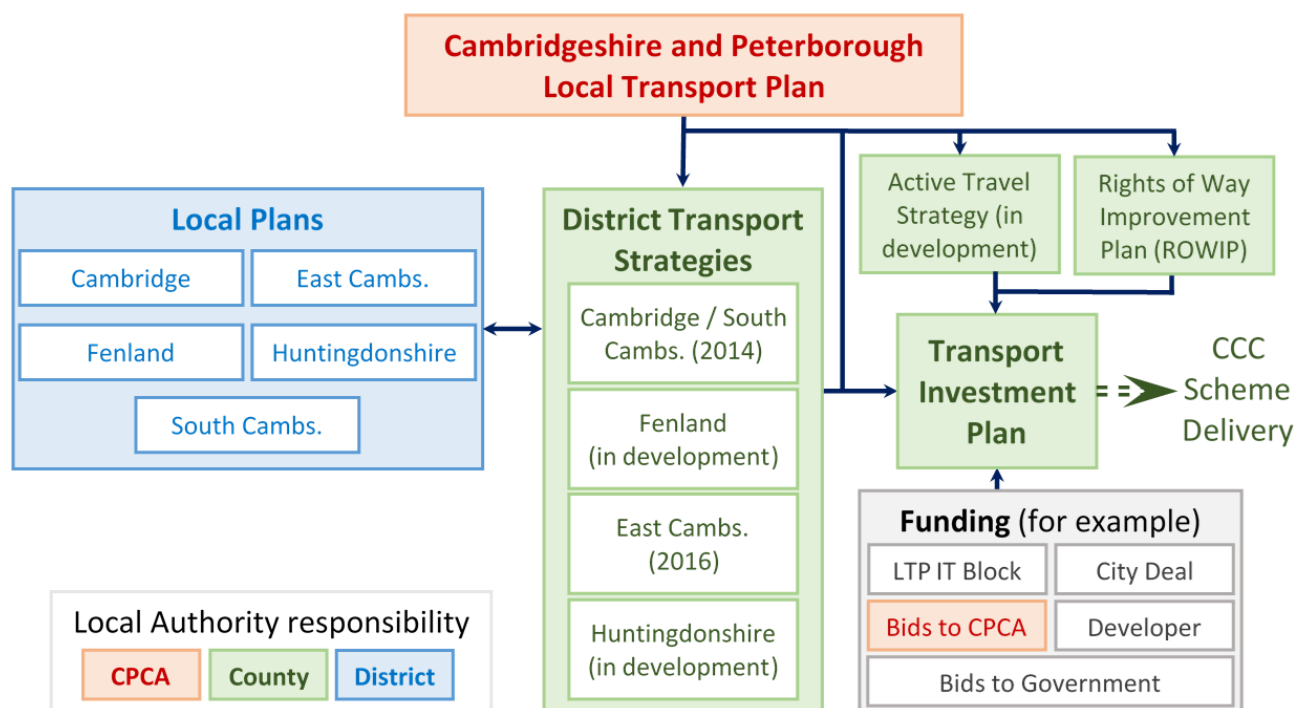
- Transport policy and strategy development, and transport study / business case work to be undertaken by the Council in the next year, in line with the priorities noted above.
- The development of a pipeline of schemes that can be progressed to a stage that allows bids for their funding and delivery to be made.
- The prioritisation of schemes for delivery from the Local Transport Plan (LTP) Integrated Transport Block funding.

2 Transport Policy Development

Transport Strategies

- 2.1 Prior to 2017, the County Council produced an LTP in its role as Local Transport Authority. Since 2017, the responsibility for production of the LTP has passed to the Cambridgeshire and Peterborough Combined Authority (CPCA). The diagram in Figure 1 below shows the County Council transport strategy documents that currently sit under the CPCA's LTP, and their relationship with district council Local Plan documents.

Figure 1: County Council Transport Strategy Documents, and links to CPCA LTP and District Local Plans



- 2.2 The Council, as the Local Highway Authority, continues to produce transport strategy documents which are aligned with the emerging vision and objectives of the CPCA's LTP refresh, and reflect the Council's investment priorities and future aspirations. Strategy work is also carried out to support and complement Local Plans and to review and propose transport improvement schemes for investment. Specific policy work to establish a formal Council position on important issues can also be undertaken. Policy and strategy documents and the transport schemes that come from them are used to underpin funding bids being developed and presented to the CPCA, or to other potential funders.
- 2.3 Table 2 below sets out the Council's existing transport strategy documents, documents that are currently being developed, proposed new strategy documents, and proposed policy position papers, noting the links with the Joint Administration's year one actions.
- 2.4 Other areas of work may be highlighted and prioritised by the sifting process discussed in Section 3 of this report. The Council retains the technical ability, and resource through the LTP Integrated Transport Block funding to cover in-house strategy and policy development work, covering staff time and any technical work by consultants that is needed.

Table 2: Strategy development and scheme development work

Policy area	Status	Reasons for preparation / review	Timescales
District Strategies			
Transport Strategy for Cambridge and South Cambridgeshire	Published 2014	Joint Administration priority T.1 Proposed update to commence in 2022/23, to: <ul style="list-style-type: none"> Support the emerging Greater Cambridge Local Plan (GCLP), and Provide more detailed strategy for areas not covered by Greater Cambridge City Deal. 	Commence in 2022/23, concurrent with GCLP
Transport Strategy for East Cambridgeshire	Published 2016	Joint Administration priority T.1 Potentially update in 2022/23 to take account for changes in the period since adoption in 2016.	Commence in 2022/23
Transport Strategy for Fenland	In progress	Joint Administration priority T.4 Work in progress under previous administration.	Adoption in 2022/23
Transport Strategy for Huntingdonshire	In progress	Joint Administration priority T.4 Work in progress under previous administration.	Adoption in 2022/23
Thematic Strategies			
Active Travel Strategy	In progress	Joint Administration priorities T.2 and T.7 <ul style="list-style-type: none"> Provide the policy basis for the LCWIP. Provide pipeline of schemes that can take advantage of opportunities to bid for funding. Respond to pandemic and to the government's Active Travel agenda. Develop and adopt new standards for pedestrian and cycling infrastructure informed by LTN1/20. 	Adoption in 2022/23
Road network classification and functionality review – Cambridge area	In progress	Joint Administration priority T.3 <ul style="list-style-type: none"> Last reviewed in the early 1980s, since which there have been many policy and network changes. 	In progress with GCP
Evidence Base			
Transport Model update	Not yet started / Funding bid to CPCA	Joint Administration priority T.5 Develop a replacement for the Cambridge Sub Regional Transport Model (CSRM2) in partnership with GCP and CPCA, including expansion of the current model area to cover Fenland.	New model in place mid-2023/24
Position Papers			
Major consents policy position papers	New	Joint Administration priority T.6 <ul style="list-style-type: none"> Consolidate the Council's policy position as Local Highway Authority in preparation for major schemes. Scheme specific policy papers (such as for East West Rail). 	2022/23
National and Regional Transport Networks policy position papers	Not started	Setting local objectives and priorities for: <ul style="list-style-type: none"> Network Rail's Rail Network Enhancements Pipeline (RNEP) National Highways' Road Investment Strategy (RIS), and Regional / cross boundary linkages. 	To be determined

2.5 It is proposed that to underpin these transport strategies and policy papers, the Council as Highway Authority adopts the emerging vision and objectives of the CPCA's refreshed LTP, as set out in Appendix 2. Continued engagement and close working with colleagues at the

CPCA and the Greater Cambridge Partnership will be required as part of future strategy work.

- 2.6 Members are asked to approve the proposed programme for reviewing existing transport strategies and preparing new transport strategies / policy positions set out in Table 2.

Transport Studies

- 2.7 Table 3 details further transport study work and Business Case development work that is planned, or that has been identified previously but not yet progressed.

Table 3: Current Transport Study / Major Scheme Business Case workstreams

Study / Business Case	Status	Reasons for preparation / review	Timescales
Ely to Cambridge (A10)	CPCA has completed SOBC	The CPCA has requested that the County Council undertake the next stage of work to develop an Outline Business Case for improvements between Cambridge and Ely (which is the subject of a separate paper to this committee).	2022-24 (To be agreed)
Royston to Granta Park Study	CCC has completed Stage 1 of study	A paper will be brought to a future meeting of this committee detailing the next stage of work on this study following the completion of discussions on its scope and funding with the CPCA.	2022/23 (To be agreed)
A142 / A141 Newmarket to Guyhirn (Wisbech) Study	Funding bid to CPCA	A study of wider transport / connectivity between Newmarket and Guyhirn (Wisbech), with a focus on road safety, resilience, and active travel and public transport accessibility.	2022-23 (To be agreed)
Pipeline and Transport Investment Plan development	Funding bid to CPCA	Discussed in Section 3 of this report below.	2022/23 (To be agreed)

- 2.8 Members are asked to approve, subject to the agreement of scope and the conclusion of suitable funding agreements with the CPCA, the Council undertaking the A142 / A141 Newmarket to Guyhirn (Wisbech) Study.
- 2.9 Further papers will be brought to committee to seek approval for work on Royston to Granta Park Study if following discussions with the CPCA on scope and funding, if financial approval beyond that previously granted by Committee is needed. The Ely to Cambridge (A10) Outline Business Case work is the subject of a separate report to this meeting and the Pipeline and Transport Investment Plan development work is discussed in section 3 below.

3 Development of a pipeline of schemes as a basis for future funding bids

- 3.1 Recent bidding opportunities for government funding have generally required schemes to be delivered in short timescales. This means that a degree of maturity of scheme design at the time of bidding is needed, to ensure that costs are realistic, schemes are deliverable and delivery timescales can be met.
- 3.2 The lack of worked up active travel – cycling and walking – scheme proposals that met the design standards set out in Local Transport Note 1/20 led to challenges in developing funding bids to government for Active Travel funding. This issue also occurred with the bidding opportunity to the Levelling Up Fund, where again, there was a lack of worked up schemes that met the bidding criteria, which had challenging delivery timescales meaning that projects close to construction needed to be submitted.

The Transport Investment Plan

- 3.3 The Transport Investment Plan (TIP) collates transport schemes and proposals that have been identified by the Council in its strategy documents (shown in Figure 1 above) and also includes transport schemes being brought forward by other bodies including the CPCA, Network Rail, National Highways and developers. It details the status of the schemes, including what level of design work has been undertaken, and whether committed funding is available from sources other than the County Council.

Prioritisation of schemes for further development

- 3.4 In [February 2018](#) the Council's Economy & Environment Committee approved a process for sifting and prioritising transport schemes, to then be designed and developed to a stage where they were ready to be implemented as and when funding opportunities arose. The prioritisation would generally be used to develop medium sized schemes – up to a cost of £5M – which are not eligible for major scheme funding from government, are too large to easily fund from existing budgets, and therefore rely on funding from other sources, such as from development contributions or from funding bid opportunities when they occur.
- 3.5 The sifting criteria used to produce a priority list of schemes in 2018 was based on the then current National Productivity Investment Fund (NPIF) congestion criteria. Criteria around addressing road safety were added in [May 2019](#). Officers were also asked to consider Air Quality criteria, but the consensus from discussions with the District Councils' Environmental Health colleagues, was that the size and nature of the schemes likely to emerge from the sifting process meant that they were not typically conducive to improving air quality on an individual basis.
- 3.6 It is proposed that the criteria are reviewed to reflect current priorities, noting:
- The changes in administration at the County Council, and at the CPCA, and the transport priorities of the new administrations.
 - Local commitments to addressing the climate emergency.
 - The impacts of the Covid-19 pandemic on transport patterns and needs.
 - Updated national guidance in several areas, including cycling / active travel
 - Other policy changes and wider developments.

- 3.7 It is suggested that the sifting criteria should be revised to focus on road safety, active travel and public transport, and climate objectives. County Council Members on the Highways Improvement Board will consider the criteria. Following this, draft criteria will be brought back to Committee for approval, with any immediate priorities that have been strongly supported to be considered for funding bids.
- 3.8 It is expected that the new criteria will consider the implications for the highway network from both the commitment to deliver net-zero carbon emissions, and the Covid-19 pandemic. They will need to cover potential future travel patterns, trends and priorities, bearing in mind the impact of ongoing and extensive working from home, increased levels of cycling and walking, and a change in the role and capacity of public transport under social distancing conditions.

Funding for scheme development

CPCA funding

- 3.9 The Council has submitted a bid for funding from the CPCA to undertake scheme development work to develop a pipeline of schemes from the TIP to move into a delivery phase.

County Council rolling fund

- 3.10 A £1M rolling fund was agreed by the Councils Economy and Environment Committee in [February 2018](#) to develop a pipeline of schemes to address congestion, with the investment in early scheme development to be repaid into the fund when the schemes were delivered. The following work has been undertaken to date using this fund:
- A10 / A142 roundabouts (schemes delivered, funding recycled into pot)
 - St Ives transport study (study completed, delivery subject to CPCA funding)
 - HGV “Diamond Study” (looking at traffic issues in area between A14, A141 and A142)
- 3.11 As of November 2021, it is forecast that at the end of the 2021/22 financial year, there will be around £425k funding from the £1M budget available for further scheme pipeline development work.

4 Prioritisation of schemes for delivery from the LTP Integrated Transport Block ‘Delivering Transport Strategy Aims’ budget heading

4.1 LTP Integrated Transport Block funding is passed from the Combined Authority to the County Council for the delivery of schemes that meet local transport objectives. Funding is allocated under a number of budget headings, as detailed in Table 4.

Table 4 Integrated Transport Block funding allocations 2021/22

Integrated Transport Block Budget Heading	2021/22 allocation
Scheme delivery	
Local Highway Improvement (LHI) to deliver schemes on a jointly funded basis with community applicants and therefore levers further local contributions.	£607k
Road Safety schemes at locations with strong evidence of high risk of injury crashes.	£594k
Delivering Transport Strategy Aims (DTSA) to support the delivery of small to medium sized schemes included in area transport strategies and theme-based strategies.	£1,346k
Minor improvements for accessibility to implement disabled persons parking places where required.	£15k
Minor improvements to Public Rights of Way to make the network an integrated part of the wider transport system to meet the needs of the community.	£60k
Strategy / scheme development and monitoring	
Strategy development and Integrated transport schemes to support the development of local transport policies, strategies and plans, and to prioritise local integrated transport schemes.	£345k
Major scheme development to support early scheme development work to ensure a pipeline of ‘shovel ready’ schemes are available.	£200k
Air Quality Monitoring funding contribution to city/district councils to undertake monitoring work.	£23k
Total	£3,190k

4.2 In 2022/23, £2.622M of the Integrated Transport Block funding was allocated to scheme delivery, with the remaining £568k allocated to strategy / scheme development and air quality monitoring.

4.3 The ‘Delivering Transport Strategy Aims’ budget heading is primarily used to deliver schemes identified in the Council’s transport strategy documents and then incorporated in the TIP. Potential schemes from the TIP are prioritised based on the LTP objectives and deliverability.

4.4 It is proposed that the criteria are reviewed to reflect current priorities, noting the Joint Administration Actions in Table 1 and the updated national guidance on cycling and active travel in this proposed timescale:

Member engagement through the Highways Improvement Board	Dec 2021
Sifting and scoring of schemes based on revised priorities	Jan-Feb 2022
Proposed allocation of 2022/23 funding to H&T Committee	March 2022

5 Alignment with corporate priorities

5.1 Communities at the heart of everything we do

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

- Transport strategy development is informed by public consultation and engagement and is guided by the objectives and priorities of the council.
- The LTP Integrated Transport Block generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors.

5.2 A good quality of life for everyone

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment

5.3 Helping our children learn, develop and live life to the full

There are no significant implications for this priority.

5.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment

5.5 Protecting and caring for those who need us

There are no significant implications for this priority.

6 Significant Implications

6.1 Resource Implications

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

- Funding for the district strategy and active travel strategy development work and the County Council elements of the Cambridge Road Hierarchy review set out in Table 2 will come from the Integrated Transport Block Strategy Development budget.
- The Council has bid for funding from the CPCA for the Cambridge Sub Regional Model update / replacement detailed in Table 2.
- The transport study / business case development work set out in Table 3 is subject to the agreement of scope and funding by the CPCA.
- Funding for Pipeline and Transport Investment Plan development is set out in paragraphs 3.9 to 3.11.

6.2 Procurement / Contractual / Council Contract Procedure Rules Implications

The following bullet point sets out details of significant implications identified by officers:

- The Cambridge Sub Regional Model update / replacement work, and the transport study / Business Case development work will, if funded, require consultant resource through either the Joint Professional Services contract, or through procurement exercises compliant with the Council's procedure rules.

6.3 Statutory, Legal and Risk Implications

The following bullet point sets out details of significant implications identified by officers:

- Agreements will be needed with the CPCA to set out the scope, funding and treatment of risk associated with the Cambridge Sub Regional Model update / replacement work, and the transport study / Business Case development work.

6.4 Equality and Diversity Implications

The following bullet point sets out details of significant implications identified by officers:

- Equality Impact Assessments will be undertaken for the new strategy development work, and for the transport study / Business Case development work detailed in this report.

6.5 Engagement and Communications Implications

The following bullet point sets out details of significant implications identified by officers:

- The transport study / Business Case development work would involve public and stakeholder engagement work at the appropriate points in their programmes.

6.6 Localism and Local Member Involvement

The following bullet point sets out details of significant implications identified by officers:

- Transport Strategy development work is generally supported by Member Steering groups made up of County Members, and where appropriate, District, Town or Parish Councillors. Local County Councillors are generally offered the opportunity to feed into work as stakeholders and through consultations on the emerging or draft strategies.
- Transport study work may also be supported by Member Steering groups.
- Business Case development work will be brought back to committee at the appropriate gateways in the programme.

6.7 Public Health Implications

The following bullet point sets out details of significant implications identified by officers:

- Public health is identified as being at the core of the vision set out by the CPCA for their refreshed Local Transport Plan, as detailed in Appendix 2.
- "*Health: improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer and more resilient communities*" is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies.

- 6.8 Environment and Climate Change Implications on Priority Areas:
- 6.8.1 Implication 1: Energy efficient, low carbon buildings.
Status: Neutral
Explanation: There are no implications in this area.
- 6.8.2 Implication 2: Low carbon transport.
Status: Positive
Explanation: "*Climate: Successfully and fairly reducing emissions to Net Zero by 2050*", is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies. The review of sifting criteria that is recommended include climate change / carbon emissions as one of the sifting criteria, and also focus on active travel and public transport.
- 6.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Status: Neutral
Explanation: This is a process paper. Any direct implications arising from strategy or scheme development work will be addressed in future reports to this Committee. However, it is also noted that "*Environment: Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network*" is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies.
- 6.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Status: Neutral
Explanation: There are no implications in this area.
- 6.8.5 Implication 5: Water use, availability and management:
Status: Neutral
Explanation: There are no implications in this area.
- 6.8.6 Implication 6: Air Pollution.
Status: Neutral / potentially positive
Explanation: Small scale transport interventions such as those implemented using Integrated Transport Block funding do not generally lead to quantifiable improvements to air quality on their own. Policy / strategy approaches that focus on reducing traffic and a cleaner vehicular fleet have potential to improve air quality in areas where transport is the dominant generator of pollutants, but need commitment to interventions that will enable or drive significant changes in travel behaviour if they are to be most effective.
- 6.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Status: Positive
Explanation: "*Climate: Successfully and fairly reducing emissions to Net Zero by 2050*", is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies. It is expected that the Council's strategy work will reflect this objective in the interventions that they propose, including consideration of the resilience of those interventions in the context of climate change.

7 Source documents

- Cambridgeshire and Peterborough Combined Authority's Local Transport Plan:
<https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf>
- Transport Strategy for Cambridge and South Cambridgeshire (2014):
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/cambridge-city-and-south-cambs-transport-strategy>
- Transport Strategy for East Cambridgeshire (2016):
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-strategy-for-east-cambridgeshire>
- Transport Investment Plan:
<https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-investment-plan>
- Transport Scheme Development paper to Economy and Environment Committee, February 2018:
https://cambridgeshire.cmis.uk.com/ccs_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/678/Committee/5/Default.aspx
- Transport Scheme Development Programme paper to Economy and Environment Committee, May 2019
https://cambridgeshire.cmis.uk.com/ccs_live/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/874/Committee/5/Default.aspx

Implications sign off

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 LGSS Head of Procurement? Yes

Name of Officer: Henry Swan

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

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes

Name of Officer: Elsa Evans

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: Jeremy Smith

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

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

Appendix 1 Update on Joint Agreement year 1 actions

T.1: Work with partners on policies which enhance Local Plans and support the Local Transport Plan review

The County Council has produced the [Transport Evidence Report](#) for the [First Proposals](#) of the Greater Cambridge Local Plan, working with Greater Cambridge Shared Planning. The assessment of the ability of locations to achieve sustainable transport patterns and generate low levels of motor vehicle use was one of the key criteria used to develop the First Proposals.

Officers from the Transport Strategy Team are currently working with the CPCA on the review of the LTP, which is scheduled for consultation in early 2022.

T.2: Carry out consultation on new active travel strategy for the County

The Active Travel Strategy is under development and is the topic of a separate report to this meeting.

T.3: Work in partnership with the Greater Cambridge Partnership on a review of the road hierarchy

The review of the road hierarchy in the Cambridge area is being led by the GCP and is underway, with County Officers supporting. Member briefing and wider officer engagement will take place in December and further work will follow on from this in 2022.

T.4: Continued development of Huntingdon and Fenland transport strategies to include support for modal shift.

Papers will be brought to the March 2022 meeting of this committee to update on progress on these strategies, and setting out the process to adoption

T.5: Commence procurement for replacement of Cambridge Sub Regional Transport Model (CSRM) in partnership with GCP and CPCA

A bid has been submitted to the CPCA for funding for the update / replacement of the Cambridge Sub Regional Transport Model.

T.7: Develop and adopt new standards for pedestrian and cycling infrastructure informed by Local Transport Note (LTN)120.

Standards for pedestrian and cycle infrastructure will be included in the Active Travel Strategy (action T.2 above) that is the topic of a separate report to this meeting.

T.8: Review and refresh the Council's transport priorities

The strategy work outlined in this report, and the refresh of the Cambridgeshire and Peterborough Local Transport Plan will all feed into the review and refresh of the Council's transport priorities.

Appendix 2 Refreshed Vision and Objectives from the Cambridgeshire and Peterborough LTCP

Refreshed Vision



A transport network which secures a future in which the region and its people can thrive.

It must put improved public health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

And it must bring a region of cities, market towns and very rural areas closer together.

It will be achieved by investing in a properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable, and accessible to everyone. Better, cleaner public transport will reduce private car use, and more cycling and walking will support both healthier lives and a greener region. Comprehensive connectivity, including digital improvements, will support a sustainable future for our region's nationally important and innovative economy.



Refreshed Objectives



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



Connectivity

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



Climate

Successfully and fairly reducing emissions to Net Zero by 2050



Environment

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



Health

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



Safety

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