

GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE	AGENDA ITEM No. 6
1 MARCH 2022	PUBLIC REPORT

Report of:	Adrian Chapman, Executive Director: Place and Economy	
Cabinet Member(s) responsible:	Cllr Peter Hiller, Cabinet Member for Strategic Planning, Investments and Economic Strategy	
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COMBINED AUTHORITY'S LOCAL TRANSPORT AND CONNECTIVITY PLAN

RECOMMENDATIONS	
FROM: Adrian Chapman, Executive Director Place and Economy	Deadline date: Public consultation is due to finish on 1 August 2022
<p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <p>Reviews the report and makes any comments or recommendations that can be considered by the Combined Authority and the City Council as part of the development of the refreshed Local Transport and Connectivity Plan.</p>	

1. ORIGIN OF REPORT

1.1 This report was requested by the Committee.

2. PURPOSE AND REASON FOR REPORT

2.1 The report is being presented to ensure that the Local Transport and Connectivity Plan (LTCP) process can be scrutinised by the Committee prior to full public consultation and adoption by the Combined Authority Board.

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference Part 3, Section 4 - Overview and Scrutiny Functions, paragraph no, 2.1 Functions determined by Council:

- 2. Environmental Capital;
- 3. Economic Development and Regeneration including Strategic Housing and Strategic Planning;
- 4. Transport, Highways and Road Traffic;

2.3 The LTCP directly links to a number of corporate priorities including:

- Drive growth, regeneration and economic development
- Implement the Environment Capital agenda
- Keep all our communities safe, cohesive and healthy
- Achieve the best health and wellbeing for the city

3. TIMESCALES

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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4. BACKGROUND AND KEY ISSUES

4.1 Under the Transport Act 2000, Local Transport Plans (LTPs) are statutory documents. They must include promotion of safe, integrated, efficient and economic transport to, from and within the area, include facilities for pedestrians/cyclists, and take into account government guidance on environmental protection and climate change.

4.2 As the Local Transport Authority, the Combined Authority is obliged to keep the Local Transport Plan under review, and to update it to ensure it is flexible and responsive to the changing needs of communities in the Cambridgeshire and Peterborough area.

4.3 In January 2020, the Combined Authority adopted the first Cambridgeshire and Peterborough Local Transport Plan, which describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. It also sets out the policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the county in a sustainable way.

4.4 The Combined Authority is now undertaking a refresh of the LTP for Cambridgeshire and Peterborough. The driver for the refresh is to enable the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate, including the pathway to a net zero carbon future, to be recognised within the strategy. In addition, the acceleration of and significant progress of large projects across the region including Peterborough Station Quarter and the A428 dualling need to be reflected in the LTP.

4.5 The refreshed Local Transport Plan is to be renamed the Local Transport and Connectivity Plan (LTCP) to reflect the Combined Authority's commitment to deliver truly integrated connectivity to all communities with a drive towards a net zero carbon future.

4.6 The LTCP will be the Combined Authority's long-term strategy to improve transport in Cambridgeshire & Peterborough. The LTCP is being developed in consultation with officers from Peterborough City Council and Cambridgeshire County Council. In addition, meetings have been undertaken with the Combined Authority and the Leader of the Council and Cabinet Member for Strategic Planning, Investments and Economic Strategy. The LTCP has also been discussed at the Combined Authority Board and the Combined Authority's Transport and Infrastructure Committee.

4.7 The proposed vision for the LTCP is:

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.

- 4.8 The proposed objectives of the LTCP are:
- 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.
- 4.9 The LTCP has identified a number of challenges for the region including Public Health, Climate Change, Nature and Environment, Safety, COVID-19, Economy and Future Growth and Connectivity. To support these challenges and meet the vision and objectives of the LTCP, key areas of focus have been identified which include Active Travel, Public Transport, Air Quality, Transport Safety, Healthy Places, Innovation, Freight, Digital Connectivity, Regional Connectivity, Local Connectivity and Network Management.
- 4.10 The full detail of the policies and specific schemes required to meet the vision and objectives will be set out in the final LTCP, which is expected to be consulted upon in May 2022 and adopted by the Combined Authority in summer 2022.
- 4.11 An important part of the new LTCP is the Peterborough section and ensuring it reflects and supports the transport challenges and opportunities for the city, such as the growth agenda and supporting our work on climate change. Some of the key initiatives that need to be included are:
- LCWIP (Local Cycling and Walking Infrastructure Plan). A network plan showing where investment in walking and cycling infrastructure should be prioritised.
 - School streets. Kickstarting further temporary road closures outside of schools during drop-off and pick-up times building on the successful schemes operating across the city to date.
 - E-bikes. The city has a successful e-bike scheme which is restarting shortly and the Council wants the scheme to be expanded to other areas.
 - Electric buses. Ensuring the infrastructure can be planned so that Peterborough can benefit from electric buses in the future.
 - Electric vehicle charging infrastructure. The Council has a number of public chargers and is installing rapid chargers for taxis but a continued rollout is required.
 - Climate Emergency. The LTCP needs to support the Council's Climate Emergency objectives by promoting sustainable travel and electric vehicles.
 - Building on the Draft City Centre Transport Vision, develop a strategy to embrace emerging technologies and achieve a shift in travel behaviour.
 - Station quarter redevelopment. Improving railway station, improving transport access into the railway station and unlocking growth on the site.
 - University access. Improving transport connections into and around the Embankment to support the University.
 - Fletton Quays footbridge. A new footbridge that will connect Fletton Quays to the Embankment and new University.
 - Thorpe Wood cycleway. Creation of a segregated cycleway on Thorpe Wood to connect the residential areas with the business park and Ferry Meadows.
 - Oundle Road cycleway. Creation of a segregated cycleway on a section of Oundle Road between The Village and Ham Lane.

- Green Wheel. Enhancements to the existing Green Wheel and options for extending the Green Wheel, including rural connectivity.
- Parkway schemes to unlock housing, support growth and prevent rat running in the city centre. These schemes include:
 - Junction 21 (A15 Paston Parkway). Junction improvements for all users (including pedestrians, cyclists and public transport) to support the Manor Drive and Norwood developments.
 - Junction 68 (Stanground Fire Station roundabout). Highway improvements to reduce congestion and sustainable transport improvements.
 - Junction 3 to Junction 3a (A1139 Fletton Parkway). Options to reduce congestion on this section of the Parkway and opportunities for walking and cycling improvements.

4.12 To date an initial public engagement exercise has been undertaken to understand if the general public support the vision, objectives and areas of focus. A further public consultation exercise will start on 10th May for 12 weeks.

5. CONSULTATION

5.1 The Combined Authority are committed to engaging with the local community regarding the development of a new LTCP.

5.2 The first phase of public engagement was undertaken during a 4-week period from Monday 1st November until Saturday 28th November 2021. The purpose of the four-week public engagement was to allow residents and stakeholders the opportunity to give feedback regarding the emerging LTCP. A website, freephone information line and project email address was available throughout the public engagement period for interested parties to receive further details and to provide feedback. These channels will remain open and will also be used during the formal consultation.

5.3 During the public engagement, the Combined Authority received a total of 553 online feedback forms and 16 hard copy feedback forms, together with five emails. The feedback form asked respondents to complete seven questions, in which participants had the opportunity in question six to select which region they wanted to provide feedback. Of the 569 feedback forms received, the following summary is provided:

- 96.2% understood why the vision for transport needs to be updated.
- 57.4% either strongly agreed or mostly agreed that the updated vision is the right future for transport in the region.
- The most recurring comments, when asked what changes should be made to the transport vision concerned; improving cycling and pedestrian links (83), the need to improve transport infrastructure (75), and a desire to provide new bus routes (72).
- 52.9% strongly agreed or mostly agreed that the aims and objectives listed are the right transport priorities for the region.
- When asked about what aims and priorities needed to be included the top three issues related to: More ambitious net-zero targets (61), the need to provide a greater transport infrastructure (47), and a desire to ensure that the transport network is affordable (39).
- Regionally, bus routeing and frequency was ranked as the highest priority in five out of six regions, only Cambridge had a different top priority – reducing congestion in the city.
- Enabling communities and people access to opportunities was ranked as the highest priority (192), swiftly followed by the environment (187). These were the most important issues selected relating to how transport is also important in supporting other positive changes.

5.4 Where feedback was received that was of a technical nature, this was passed onto the relevant member of the Combined Authority project team to respond. The project team has carefully

reviewed all the feedback received to date, and this will be used to help shape the plan.

5.5 Question 6 asked respondents to rank the most important transport problems and opportunities in any of the six regions of the Combined Authority. The feedback form asked for a maximum of six topics to be selected, out of a possible 15 problems / opportunities listed.

5.6 For those respondents who chose to comment on Peterborough, bus routing and frequency was the highest-ranking priority, selected by 24 respondents. Other recurring issues included congestion and the affordability of public transport, which were both selected by more than 20 respondents.

5.7 In addition, a briefing event was held on 19th November for stakeholders from the business, education and healthcare communities from across the region. The event included a high-level summary of the proposed LTCP, Q&A and two breakout sessions. The first breakout session explored the challenges associated with the development and implementation of the LTCP, and the second; the opportunities that the Plan could provide. 23 stakeholders attended the event.

5.8 The second phase of public engagement is planned to start on 10 May 2022. This phase will consist of a 12-week consultation period on the detailed plan.

The feedback from this phase will feed into the final plan, due to be adopted by the Combined Authority in Summer 2022.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 The Committee reviews the report and makes any comments or recommendations that can be considered by the Combined Authority and the City Council as part of developing the refreshed Local Transport and Connectivity Plan.

7. REASON FOR THE RECOMMENDATION

7.1 The LTCP will set the future plan for transport in Peterborough so it is important that the Committee review the process that the Combined Authority are undertaking and feed in any comments and recommendations that can be considered.

8. ALTERNATIVE OPTIONS CONSIDERED

8.1 Not to engage with the refreshed LTCP process. This has been discounted because of the importance of the LTCP for Peterborough in helping the city achieve its growth and climate change commitments, as well as many other important priorities.

9. IMPLICATIONS

Financial Implications

9.1 There are no direct implications arising from this report. It is provided for information and to gain views from committee members.

Legal Implications

9.2 There are no direct implications arising from this report. It is provided for information and to gain views from committee members.

Equalities Implications

9.3 There are no direct implications arising from this report. It is provided for information and to gain views from committee members.

Rural Implications

- 9.4 There are no direct implications arising from this report. It is provided for information and to gain views from committee members.

Carbon Impact Assessment

- 9.5 The report contains no proposals for changes to service delivery and therefore there is no decision to take which may impact carbon emissions of the council or the city.

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

- 10.1 The Cambridgeshire & Peterborough Local Transport Plan: <https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf>

The Local Transport and Connectivity Plan Consultation Website: <https://yourltcp.co.uk/>

11. APPENDICES

- 11.1 Appendix A: Feedback Analysis for the Local Transport and Connectivity Plan