

JOINT GROWTH RESOURCES AND COMMUNITIES / CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE	AGENDA ITEM No. 4
12 JULY 2022	PUBLIC REPORT

Report of:	Adrian Chapman, Executive Director Place and Economy	
Cabinet Member(s) responsible:	Cllr Marco Cereste, Cabinet Member for Climate Change, Planning, Housing and Transport	
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Peterborough City Council's Consultation Response To The Cambridgeshire And Peterborough Local Transport And Connectivity Plan

RECOMMENDATIONS	
FROM: Adrian Chapman, Executive Director Place and Economy	Deadline date: 4 August 2022 (LTCP Consultation Closes)
<p>It is recommended that the Joint Growth, Resources and Communities Scrutiny Committee and the Climate Change and Environment Scrutiny Committee:</p> <p>1. Consider, and make comments as it sees fit, in respect of the Council's proposed consultation response to The Cambridgeshire and Peterborough Local Transport and Connectivity Plan.</p>	

1. ORIGIN OF REPORT

1.1 This report is submitted to Growth, Resources and Communities Scrutiny Committee and the Climate Change and Environment Scrutiny Committee following the Annual Work Programming Sessions of both the Growth, Resources and Communities and Climate Change and Environment Scrutiny Committees. It was felt that whilst the LTCP fell within the remit of the Growth, Resources and Communities committee it should also be seen by the Climate Change and Environment Committee.

Therefore, a Joint Scrutiny meeting is being held where Climate Change and Environment Committee Members join the Growth, Resources and Communities Committee to consider the proposed consultation response to the Cambridgeshire and Peterborough Local Transport and Connectivity Plan.

2. PURPOSE AND REASON FOR REPORT

2.1 The purpose of this report is to consider, and make comments as it sees fit, in respect of the Council's proposed consultation response to the Cambridgeshire and Peterborough Local Transport and Connectivity Plan.

The Cambridgeshire and Peterborough Combined Authority is the transport authority for Peterborough City Council and Cambridgeshire County Council. The Combined Authority has a statutory duty to produce a Local Transport Plan which is currently out to consultation and the Council's proposed response to this consultation is detailed below.

2.2 This report is for Joint Committee to consider under the following Terms of Reference No. Part 3, Section 4 - Overview and Scrutiny Functions, paragraph No. 2.1 Functions determined by the Council:

Growth, Resources and Communities Scrutiny Committee:
9. Transport, Highways and Road Traffic;

Climate Change and Environment Scrutiny Committee:
9. Active Travel;

2.3 *How does this report link to the Corporate Priorities?*

Pride in our communities, our places and our environment:

The LTCP will be the Combined Authority's long-term strategy to improve transport in Cambridgeshire & Peterborough. It identifies policies, strategies and transport interventions to improve travel and transport across the city, particularly for active travel modes and electric vehicles to reduce the impact of transport on the environment.

Better jobs, good homes and improved opportunities for all:

The LTCP sets out policies, strategies and transport interventions to enable the city to grow sustainably. Major highway schemes alongside active travel mode interventions are detailed within the LTCP to support the growth identified for both the city centre and Peterborough as a whole.

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 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.

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.

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.

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.

The LTCP will be the Combined Authority's long-term strategy to improve transport in Cambridgeshire & Peterborough. The LTCP has been 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.

The draft LTCP is out for consultation until 04 August 2022 (further information about the consultation process is included in section 5). The Council will be submitting its response to this consultation and below is the proposed response.

4.2 **Proposed Response**

Peterborough's Local Plan was adopted in July 2019 and sets out our approach for the development of Peterborough to 2036 and beyond, including the delivery of 19,400 additional homes. Peterborough is one of the fastest growing cities in the UK and having the right infrastructure in the future will be of critical importance for our growth agenda, large urban extensions planned at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground. The LTCP recognises Peterborough's growth aspirations and highlights a number of key pieces of infrastructure that will be needed to facilitate this growth and we are supportive of the inclusion of these.

The city centre is also entering a new and exciting phase in its development, a phase that will deliver significant levels of growth. The pace of the city centre development is already rapid, Fletton Quays is near completion, and the Embankment Area (including ARU Peterborough), Northminster and the Station Quarter are all progressing. The City Centre Transport Vision provides a significant opportunity to plan the city centre of the future and ensure a coherent growth strategy across the city centre rather than planning transport infrastructure on a development-by-development basis, and we welcome its inclusion within the LTCP, and look forward to working with the Combined Authority to develop the Vision further.

We are pleased with the support that the Combined Authority has provided on support for bids to Government for transport improvements linked to both the Embankment Area and Peterborough Station Quarter. Although highway improvements will be necessary, the Council and the LTCP recognises that walking and cycling improvements also need to be delivered to encourage travel by active modes and we want to develop these further with the Combined Authority and to explore funding opportunities.

In July 2019, the Council declared a Climate Emergency and committed to make the council's activities net-zero carbon by 2030, and to also help Peterborough become a net-zero carbon city by 2030. Transport and travel forms a key part of this ambition. We welcome the inclusion of actions within the LTCP to support lowering the impact of transport on the environment and carbon emissions, including encouraging the use of active travel modes, public transport and electric vehicles, as well as reducing the need to travel.

The LTCP will be the blueprint which shapes the future of transport decisions for years to come. Therefore, it is important that local Members and the general public have ample opportunity to input into this process and having a 12-week consultation period will achieve this. The Head of Transport from the Combined Authority attended the Growth, Environment and Resources Scrutiny Committee on 01 March 2022 and the Climate Change Working Group on 22 March 2022 to discuss the LTCP. In addition, the Council's Transport and Environment Manager emailed all Members with the details of the current consultation and the relevant website links. There has been one public consultation event in Peterborough with a second planned on 02 July 2022. These have been welcomed but the first event was not very well attended despite local publicity. For future consultations we recommend that consideration is given to more innovative engagement methods to get greater participation from the public and special interest groups.

Peterborough is currently developing its Local Cycling and Walking Infrastructure Plan, following a successful bid to Government to get external support for this process. Cambridgeshire are also developing Local Cycling and Walking Infrastructure Plans. The Council would welcome exploring funding opportunities to deliver high quality infrastructure to achieve significant increases in walking and cycling numbers. Active travel modes can provide benefits for congestion, air quality

and the health of our residents. In supporting the walking and cycling agenda we are glad that the transport user hierarchy is included within the LTCP and that it prioritises walking and cycling as the most important travel modes. In addition to infrastructure, softer measures are also important and lead to an increase in walking and cycling. We encourage the Combined Authority to continue to invest in walking and cycling revenue initiatives in our schools, businesses and with the general public.

Rail services play an important role in Peterborough and for the region as a whole. The Council welcomes the inclusion of improvement opportunities for rail including faster services to London, Cambridge and Stansted Airport and more frequent services on rural routes to Cambridgeshire, Suffolk and Norfolk. We would also encourage more details on the importance of the East Coast Mainline. The Council is a member of Invest East Coast Rail, a consortium of a number of local authorities, Combined Authorities and regional authorities from Hertfordshire up into Scotland. This group does a lot of campaigning and economic research to promote the benefits of this rail line and has been instrumental in helping to establish the All Party Parliamentary Group for the East Coast Mainline. We would welcome further support in the LTCP and would encourage the Combined Authority to become a member of Invest East Coast Rail.

Public transport and in particular buses are of vital importance for many of our residents and must offer accessibility for all. We welcome the Bus Reform work for delivery of the bus network and the Bus Service Improvement Plan that will provide improvements to levels of service and operating hours and it is important that we continue to explore funding opportunities for this. This will help ensure that the bus network provides a seamless, integrated, and high-quality service, allowing people to travel across Peterborough quickly and easily without a private car. It is critical that bus services are integrated into new developments at the outset, with the aim of ensuring high-frequency services directly serve new developments as the first new residents move in. We will continue to work with the Combined Authority to explore the potential to modernise Queensgate Bus Interchange to present a better gateway to Peterborough and the bus network, while improving linkages to the railway station.

In addition, the Stagecoach bus depot is too small to facilitate electric buses, with no room for expansion. We welcome the inclusion of exploring the options to find a new depot location that can accommodate all the necessary charging infrastructure within the LTCP.

Electric vehicles are of critical importance to the region and the country. The city has been enthusiastic to embrace the potential that new technologies may bring to the city. The city has 21 electric vehicle chargers across the city centre. Four of these are rapid electric vehicle chargers for the local taxi trade, of which £90,000 was awarded by DfT supported with an additional £22,500 local contribution. It is important that this growth continues, particularly in residential areas, and we need further joint working to understand how we can roll out the infrastructure needed to support this change. We would encourage the Combined Authority to continue to undertake feasibility work on what infrastructure is needed and how this can be rolled out, looking at initiatives for on-street residential parking, further taxi infrastructure and buses amongst other considerations such as the energy requirements for the region.

Road safety is of paramount importance to the Council, and we are fully supportive of the safe systems approach and the goal of zero fatalities or serious injuries, a vision that is also shared by Cambridgeshire County Council. We look forward to continuing our work with the Combined Authority and Cambridgeshire County Council to ensure that the resources and expertise from all road safety practitioners are in place to make this a reality.

The inclusion of a number of local highways schemes is supported as most of these have been in previous LTPs and are in the Local Plan so will be supporting the creation of more jobs and houses. We look forward to continuing to work with the Combined Authority on developing and constructing major schemes in the city with associated walking and cycling infrastructure.

In conclusion we are supportive of the LTCP; of the collaborative process followed between the Council, Cambridgeshire County Council, the Greater Cambridge Partnership and the Combined Authority; the level of consultation undertaken; and would welcome the inclusion of the points that we have made above

5. CONSULTATION

5.1 The main public consultation started on 12 May 2022 and finishes on 04 August 2022.

Two public consultation events were identified for Peterborough:

- Tuesday 31 May 2022, 3pm-7pm, St John the Baptist Church (Cathedral Square)
- Saturday 02 July 2022 10am-3pm, Queensgate Shopping Centre

The consultation has been well publicised and details of the events and how to respond are also on the Council and Combined Authority's website. An email was sent to all Peterborough City Council Councillors notifying them about the consultation. A number of Council officers have been consulted in the development of this document.

6. ANTICIPATED OUTCOMES OR IMPACT

6.1 The LTCP has a wide-ranging impact on the future of Peterborough including areas such as highway funding, growth, the local economy, health, air quality, safety, accessibility and the environment. Therefore, it has been important that Officers have been involved in the process and that the Council responds to the consultation.

It is anticipated that following Scrutiny the proposed consultation response will be signed off by a Cabinet Member Decision Notice and then subsequently submitted to the CPCA.

7. REASON FOR THE RECOMMENDATION

7.1 The LTCP is a statutory document that the Combined Authority must produce and given its importance to Peterborough and the wider area it is essential that the Council responds to the consultation.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1
- a. To not respond to the consultation. This has been rejected because of the importance of this document and its future implications.
 - b. To produce a different consultation response. The draft response has been developed by a number of Officers and will be considered by this Committee and then the response will be submitted via a Cabinet Member Decision Notice.

9. IMPLICATIONS

Financial Implications

9.1 No direct financial implications are associated with this report, but the document will allow the Council to secure future highway funding through a number of different methods.

Legal Implications

9.2 There are no legal implications to the Council as the Combined Authority now has statutory duties with regards to producing an LTCP.

Equalities Implications

- 9.3 An Integrated Impact Assessment (IIA) is being undertaken as part of the LTCP development so that environmental and social impacts are identified and mitigated as part of the updated plan.

Rural Implications

- 9.4 There are a number of rural policies within the LTCP aimed at supporting and enhancing the rural areas.

Carbon Impact Assessment

- 9.5 The Council's response to the LTCP Consultation will have no direct impact on carbon emissions. However, the LTCP document has potential to impact carbon emission in the city. The LTCP includes a number of policies and interventions to encourage journeys by active travel modes, public transport and electric vehicles, all of which are likely to have a positive impact on carbon emissions. In addition, the LTCP supports improving digital connectivity to reduce the need to travel. Highway improvement schemes are identified on key corridors or routes to support growth in the region.

10. BACKGROUND DOCUMENTS

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

- 10.1 Combined Authority LTCP Website

<https://yourltcp.co.uk/>

Draft LTCP

https://yourltcp.co.uk/wp-content/uploads/2022/05/Draft-LTCP.pdf?utm_campaign=Local%20Transport%20Plan&utm_medium=email&hsmi=2&hsenc=p2ANqtz-9z3NHafIw8fhBO47Valho1Heyh3nGdgOscIVox2E3FF6Pswz59WCMLFluoJKKnHUn7p1OedKPiQM0bX547Z8F_uEHEaOMah4nK8sdNC7oMw97w427ogovHCxO9QfRaivv-OPzl&utm_content=2&utm_source=hs_email

11. APPENDICES

- 11.1 N/A