

DRAFT LOCAL TRANSPORT AND CONNECTIVITY PLAN

Updated: 4th May 2022

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EXECUTIVE SUMMARY

To be written on finalisation of the final document (autumn 2022)

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THE CAMBRIDGESHIRE & PETERBOROUGH LOCAL TRANSPORT & CONNECTIVITY PLAN

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INTRODUCTION

Overview

This strategy sets out a vision and a framework to deliver a modern, integrated transport system for the people and businesses of Cambridgeshire and Peterborough. The document is an update to our first Local Transport Plan (LTP) for Cambridgeshire and Peterborough published in 2020.

The strategy has been reviewed and rewritten in consultation with the two Local Highway Authorities (Cambridgeshire County Council and Peterborough City Council), the five District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, and South Cambridgeshire), the Greater Cambridge Partnership, National Highways and Network Rail. In updating our strategy, we sought comment, advice, and guidance from a wide range of consultees in the public, private and third sector including sub-regional transport bodies, industry representative groups and community organisations.

The Devolution Deal between Government and Cambridgeshire and Peterborough established a programme of investment in our economic future, with the aim of doubling the size of the economy and create more good jobs. In pursuing economic growth, we have a responsibility to ensure that rising prosperity makes life better, healthier, and fairer, and does not exhaust the resources our children will need for the future. More and more people are recognising that we don't just need growth: we need good growth. Our aim is not simply to increase our income, but to increase our area's wealth, in a way that is driven by our values.

Since the Devolution Deal was enacted, much has changed – Brexit, Covid-19, increased awareness of the need to protect our environment, the impact our actions are having on the climate and our wellbeing are all factors we need to be cognisant of in delivering future sustainable growth. Therefore, this Local Transport and Connectivity Plan (LTCP) reflects our aims and objectives, including the establishment of a trajectory to achieve net zero carbon and deliver net improvements to biodiversity.

As demonstrated over the past two years and the Covid-19 pandemic, our region's transport network and demand are likely to change significantly over the lifetime of the Plan, in ways that we cannot currently predict. Our transport strategy needs to be sufficiently flexible to drive change to meet our wider objectives. Therefore, this LTCP helps to shape the overarching direction of travel for transport, the associated schemes and also ensures that when projects are brought forward these strongly align with our key objectives and thus help us to achieve our vision, aims and aspirations.

It will do so by:

- Truly reflecting our Sustainable Growth Ambition Statement. This LTCP identifies how they are driven by our ambitions for capital development under each of the themes, and include outcome indicators to show how they will deliver against those themes;
- In conjunction with our Assurance Framework, providing a rigorous process for transport scheme prioritisation and development, which will ensure that investment is directed to those areas where it can contribute most to the wellbeing of the area; and
- Setting the framework for a Delivery Plan to be adhered to and monitored that sets out our spending programme, based on the resources available. The Delivery Plans will be reviewed annually through the Medium - Term Financial Planning process.

This LTCP was developed in line with current LTP guidance and best practice. It is based upon an extensive evidence base that has been updated since the initial document was published. This LTCP

has been subject to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.

The remainder of this document is structured as follows:

- Chapter 1 explains the role and purpose of a LTCP, sets out our vision, goals, and objectives for transport in Cambridgeshire and Peterborough, summarises the evidence base that has informed our assessment of the challenges and opportunities facing our communities, and summarises how we deliver the schemes, policies and initiatives described in the plan.
- Chapter 2 introduces our overarching strategy for the area. It explains how our transport network will be enhanced to support the goals and objectives set out in Chapter 1 and describes the principles that have been used to guide its development.
- Chapter 3 contains location - specific details of our strategy, including information regarding the key transport planning approaches, schemes, and initiatives that will be required.
- Chapter 4 presents a summary of the policies that have been identified to support delivery of the LTP, grouped by theme (e.g., enabling development, expanding labour markets etc.) and objective.
- Chapter 5 outlines the monitoring and performance framework. In addition, the metrics contained details how we and our partners will be held to account in relation to the success of the overarching strategy.

This main document is supplemented by a suite of accompanying documents.

- Our Policies describes requirements related to transport planning and design, delivery, and operation and maintenance for the Cambridgeshire and Peterborough Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network.
- *The Public Engagement and Consultation Report will provide a summary in due course of the public consultation process and other stakeholder engagement activities, identifies key themes in the responses provided and describes how we have modified the LTCP in response to the feedback received.*
- The updated Evidence Base examines the current and future socio-economic, environmental, and transport conditions in the region, aiming to identify the key challenges the LTCP should seek to tackle and the opportunities that transport can help realise.
- The three statutory Impact Assessments have been updated to assess the refreshed Plan. These include the Strategic Environmental Assessment, Habitats Regulation Assessment and Community Impact Assessment (incorporating a Health Impact Assessment (HIA) and an Equality Impact Assessment (EqIA)).

Update

This strategy is a rewrite and amendment to the existing LTP for Cambridgeshire and Peterborough. This Plan has a greater focus on achieving our ambitions for economic, environmental, and societal improvements outlined within the revised six themes and objectives of productivity, connectivity, climate change, environment, health, and safety.

Impacts of the Covid-19 Pandemic

The Covid-19 pandemic affected human mobility via lockdowns, social distancing rules, home quarantines, and the full or partial suspension of transportation.

Transport is unlikely to return to as it was prior to the pandemic and there could be long-term impacts on many communities. While many of the drivers of travel that influence people's decisions will continue to exist post-Covid (where we choose to live and work, family, social and personal factors will remain unchanged for many), there could be an acceleration of some trends, with working from home, online services and access to technology reducing the need to travel, while changes in retailing could lead to greater shifts from bricks and mortar operations.

Prior to the Covid-19 outbreak, commuting patterns were adapting as working from home was becoming more common, and the growth in online shopping led to greater prevalence of home deliveries. More people using smartphones to plan their journeys or to hire shared vehicles, such as private hire vehicles and taxis. Transport was also the cause of high levels of air pollution damaging people's health and the sector was the biggest contributor to carbon emissions in our area.

There may be fundamental shifts in behaviours and choices and, coupled with widespread public concern around the safety of public transport due to the spread of infection and the expected economic downturn, passenger demand could be affected.

Long Term Impacts

The pandemic may have a profound long-term impact on transport policy and travel patterns. For example, when people travel locally, they may do so differently as a result of the virus. Active travel will remain popular as we continue with our permitted daily exercise outdoors when things get back to normal.

However, avoidance (where possible) of crowded public transport to prevent virus transmission could engrain a lasting paranoia of close contact travel. Data suggests that people are returning to travelling by car faster than they are returning to public transport, with levels of car trips now approach similar levels to pre-pandemic. Without action to promote sustainable travel choices, the lasting impacts on the public transport network could be significant, with a long-term reduction in demand – possibly accompanied by a shift in travel behaviour towards active modes and the private car. This could exacerbate climate change, air pollution and congestion issues.

For longer distance trips, private modes of transport may grow in popularity where these are available. A reduction in public transport use in favour of the 'personal bubble' of the private car may cause rising congestion and pollution, while making public transport less attractive.

One of the biggest impacts has been the reduction in passenger transport demand, due to a combination of government lockdowns and fears of contracting and spreading the virus when using mass transport modes. While freight transport has also been reduced, the drivers of freight activity

during the current crisis are complex, driven by both supply- and demand-side factors, and in the latter, by the need to keep essential services operating.

Work Patterns

The impact of Covid-19 on travel to work patterns has not been even across the different segments of the economy. Whilst some industries, particularly leisure and hospitality closed, and office workers had to work from home, others such as construction and manufacturing largely carried on as before. Although all travel restrictions have now been lifted a significant proportion of city workers still have the option to work from home. The return of office workers increased markedly in September 2021 (with the end of the holiday season and with children returning to school). However, despite this desk occupancy is still considerably below pre-pandemic levels with a variety of factors (both pandemic and lifestyle related) combining to shape a continued preference for working at home for part of the week. However, commuting for work purposes is only one of many reasons why people travel. Private car use has now returned to near pre-pandemic levels, despite continued high levels of home working.

Looking at when people are travelling, the AM and PM peak travel periods have returned in Cambridge and Peterborough, with higher traffic levels on Tuesday, Wednesday, and Thursday. This is likely to reflect new office working patterns, with people limiting the days that they travel to a place of work.

Summary

The impact of the pandemic has highlighted four key challenges that this LTCP seeks to address:

- Connectivity and accessibility – risk of further degraded or absent public transport services leaving communities disconnected
- Making systems work – gaps in capacity and capability to plan and deliver, plus lack of responsiveness and inertia hindering improvements
- Affordability and flexibility – lack of integration, high fare levels, and rigid, inflexible service make public transport less attractive or not useable for too many
- Environmental impact – high levels of air pollution and carbon emissions due to transport, particularly personal car trips

As we continue to emerge from the pandemic it is important that we continue to learn lessons and ensure the transport network is flexible enough to cater for changes of a “new normal” and emerging guidance going forward. This uncertainty around the future trends creates an opportunity to influence future travel behaviours but may also mean there needs to be an element of trial and error in planning services effectively.

THE LOCAL TRANSPORT & CONNECTIVITY PLAN

What is a Local Transport and Connectivity Plan?

The Cambridgeshire and Peterborough Devolution Deal, agreed with Government in 2017, gave the Mayor and Combined Authority responsibility for certain transport functions. Among other responsibilities, we took over the role of Local Transport Authority (LTA) from Cambridgeshire County Council and Peterborough City Council. One of the key responsibilities of the LTA is the development of a LTP. Cambridgeshire County Council and Peterborough City Council retained their roles as Highway Authorities and continue to make sure that local roads are in a good state of repair, as required by law. In addition, our District councils are responsible for most planning matters and therefore have a crucial role in the ensuring appropriate developments are delivered and embedded into the local environment and transport networks.

To truly deliver the objectives of this plan it is essential that our communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the county, enabling greater choice and seamless interchange between sustainable modes. Due to the level of importance held by improving digital connectivity, the title of the plan has been updated to reflect this.

The LTCP sets out our plans and strategies for improving all aspects of the local transport system. This document is a refresh to our first LTP. It sets out the:

- Revised vision and objectives for transport in the area alongside a programme for achieving them;
- Current and future transport needs of people and freight, across transport modes; and
- Policies and delivery plans relating to transport, explaining how they contribute to the delivery of local strategic priorities.

This Plan considers the maintenance, operation, and best use of existing transport assets, while at the same time giving due regard to environmental issues and opportunities.

This Plan is split in to three main parts:

- The LTCP sets out the vision, goals and objectives that define how transport will support our ambitions and the approach to meeting these objectives.
- *The Transport Delivery Plan summarises the projects that we and our partners aim to deliver over the lifetime of the LTCP, and the mechanisms through which they will be delivered. It also describes how the plan will be monitored, reviewed, and updated through time, and roles and responsibilities.*
- Our Policies describes requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders. They also provide the principles which will underpin decision-making, capital investment and revenue support in our transport network.

This LTCP is intended to complement, but not replace, the development of local transport policies and schemes. It provides the overarching context that scheme promoters must consider when prioritising investment in transport.

We have identified priority schemes which support delivery of the vision and objectives for transport described later in this chapter. These schemes will need to be supported by initiatives identified,

developed, and prioritised by local promoters and decision-makers. By doing so our cities, towns and villages will be able to maximise the opportunities and benefits presented by the area-wide schemes highlighted in this document, while accommodating local views, opportunities, and constraints.

Why is a Local Transport and Connectivity Plan needed?

This Plan sets the policy framework for the development, assessment, design, and implementation of transport interventions across Cambridgeshire and Peterborough. It provides a robust platform for the planning and delivery of our ambitious programme of priority transport schemes. It will also inform the Local Plan development.

The plan has been developed within the context of supporting our economy to thrive and grow. As stated by the Cambridgeshire & Peterborough Independent Economic Review (CPIER):

“The area contains some of the most important companies and institutions in the country, much of its very highest quality agricultural land, and the cities and towns that continue to support both.”

This Plan is a fundamental component of our Sustainable Growth Ambition and requires us to monitor more outcomes than simply Growth Value Added (GVA) growth. Good growth and good investment choices go together: it is only because we invest in the future that we can look forward to sustainable growth. The investments and direction of travel contained within this Plan, reflects these core values and are the foundations of our future.

The Cambridgeshire and Peterborough Independent Commission on Climate outlined that our emissions were approximately 25% higher per person than the UK average. Our transport emissions were 2449ktCO₂ in 2018, 44% of all CO₂ emissions. This covers emissions from surface transport – cars, vans, Heavy Commercial Vehicles (HCVs), and rail. It is a significantly higher share than in the UK as a whole (37%). Emissions from surface transport in our region have been rising in recent years and in 2018 were 12% above their level in 2012. This is a greater level of increase than in the UK, where emissions rose 4% over the same period. In order to address these concerns, the Commission made a number of recommendations that are integral to this LTCP and strongly aligned to.

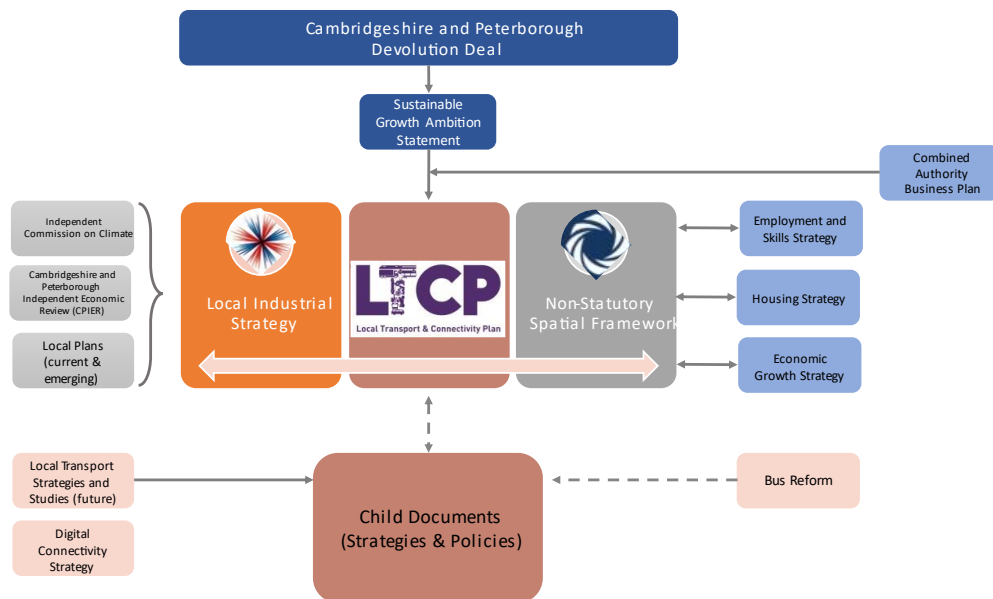
This Plan will help us to establish a fully integrated, multi-modal transport system in Cambridgeshire and Peterborough. It is a critical tool in developing a transport system that supports our goals of economic growth and opportunity, equity, and environmental responsiveness. It will inform our work with communities and other organisations, ensuring that we respond to local needs and deliver investments with good value for money, and which support our journey towards net zero carbon.

Moreover, this LTCP explains how we will work with a variety of partners to deliver investment and services that maximise the growth potential of the area, promoting the wellbeing of our residents, businesses, stakeholders, and visitors. Some of these partners will include the Business Board and employers in the area, the Greater Cambridge Partnership, neighbouring Councils, and central Government.

How does the Local Transport and Connectivity Plan relate to other strategic documents?

The LTCP was developed in tandem with a range of other documents to ensure it describes a coherent and complementary suite of schemes, programmes and initiatives that support wider environmental, social, and economic objectives. It has built on the body of work of included within the previous LTP, the work of our partners and stakeholders, the work of the Greater Cambridge Partnership, and Local Planning Authorities’ existing and emerging Local Plans.

The Plan has been assessed to ensure alignment with relevant local, regional, and national policies, and all interventions will be required to align similarly as they are developed. Figure XX illustrates the relationships between the LTCP and local and regional policy and strategy documents.



From an economic perspective, the scale of opportunity for sustainable growth and development was defined by the CPIER, and our response to this in the form of our Growth Ambition Statement. This restates our commitment to double GVA over 25 years and recognises our role in leading and bringing together public, private, and third-sector bodies in order to secure the action and investment needed to make that happen.

The spatial context for the strategy is provided by the Strategic Spatial Framework (non-statutory) and current and to some extent the emerging Local Plans. Phase 1 of the Strategic Spatial Framework sets out how we will support the implementation of development strategies in Local Plans to 2036, so that jobs and homes ambitions are met. To meet our growth ambition, however, a step- change in housing delivery is required.

To meet this challenge, the Strategic Spatial Framework identifies the opportunities for longer-term strategic planning between the Combined Authority and Local Planning Authorities from 2036 to 2050. A second phase of work, currently underway, will provide a longer-term development strategy to 2050 that is designed to inform the next round of Local Plan updates.

The Independent Commission on Climate outlined that transport emissions across the region were 2449 ktCO₂ in 2018, around 2.9tCO₂ per head of population. This is 50% higher than the average across the UK (1.9tCO₂ per head) and reflects high level of traffic for each of cars, vans, and HCVs.

With economic growth and population growth, traffic is expected to rise further. Without policy intervention, the number of daily journeys in the region is projected to increase by around 20% from 2015 to 2031. Aside from carbon emissions, this has implications for a number of other concerns, including air quality and congestion. Consequently, the Commission recommended that there should be a reduction in car miles driven by 15% to 2030 relative to baseline, with diesel vans and trucks to be excluded from urban centres by 2030.

To reduce the environmental footprint associated with travelling to, from and around Cambridgeshire and Peterborough. They include targets to achieve net zero carbon by 2050, and to double the area of rich wildlife habitat and natural greenspaces under management by 2050. The Plan also includes adoption of biodiversity net gain principles which mandate that all new developments must leave the natural environment in a measurably better state than beforehand, and extensive measures to enhance air quality.

Relevant documents include:

Cambridgeshire and Peterborough Sustainable Growth Ambition Statement

The Devolution Deal between the government and Cambridgeshire and Peterborough established a programme of investment in our economic future, with the aim of doubling the size of the economy, creating more good jobs. In pursuing economic growth, we have a responsibility to ensure that rising prosperity makes life better, healthier, and fairer, and does not exhaust the resources our children will need for the future. More and more people are recognising that we don't just need growth: we need good growth. Our aim is not simply to increase our income, but to increase our area's wealth, in a way that is driven by our values.

It is recognised that our investment programme has six themes, all of which are anchored in the devolution deal. We aim to build up the capital stock of Cambridgeshire and Peterborough across the six dimensions of:

- People;
- Climate and Nature;
- Infrastructure;
- Innovation;
- Reducing inequalities; and
- Financial and systems.

This strategic approach is reflected in our overall work programmes including that contained within this Plan. This LTCP and supporting strategies identify these drivers of capital developments and align with the overarching vision, aims and objectives of the Plan.

Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory)

The Strategic Spatial Framework sets out how we will support the delivery of Local Plan development strategies (to 2036), define our ambitions and opportunities to growth for 2050, and set out joint working arrangements. We have incorporated the planned development numbers and locations provided in the report into our analysis of the future challenges and opportunities faced by the transport network. In addition, the Plan considers what is needed to ensure that transport can support the planned growth of the area.

Cambridgeshire and Peterborough Local Industrial Strategy

The Local Industrial Strategy sets out an industrial blueprint to ensure Cambridgeshire and Peterborough is a leading place in the world to live, learn, work, and do business. We will work to ensure growth is sustainable, has a positive effect on all communities and the environment ensuring the long-term health of the area – social, environmental, and economic. Our productivity growth target is supported by three priorities, driven by the distinctive features of the local economy:

- Improve the long-term capacity for growth in Greater Cambridge;

- Increase the sustainability and broaden the base of economic growth; and
- Expand and build on the clusters and networks that have enabled Cambridge to become a global leader.

Cambridgeshire and Peterborough Independent Commission on Climate

We have incorporated the recommendations from the Independent Commission on Climate review specifically in relation to transport. Within its conclusions, the Commission outlined there is much that we and local partners can do as well, particularly around development of the charging network for electric vehicles (EVs); improving public transport; active travel measures to reduce demand and switch to cleaner modes (public transport, walking and cycling); improving the ease of working from or near to home; and management of deliveries in urban areas.

There are range of other benefits from taking these actions, including improved air quality and higher rates of walking and cycling (active travel) improving our overall health; better public transport can help meet transport needs and improve connectedness by linking people up to jobs, opportunities, and services.

Cambridgeshire and Peterborough Independent Economic Review (CPIER)

We have incorporated the findings from the CPIER into our own evidence base, which outlines how the Cambridgeshire and Peterborough economy interacts with transport and identified the mechanisms through which transport can strengthen the economic potential of the area.

Cambridgeshire and Peterborough Economic Growth Strategy

The primary objective of the Cambridgeshire and Peterborough Economic Growth Strategy is to reduce inequality between and within Greater Cambridgeshire; the Fens; and Greater Peterborough, whilst increasing productivity and output to create the jobs and higher wages needed to do so. The three sub-economies have different strengths and these need to be harnessed effectively to maximise the potential in each of the areas. We are fortunate to have assets and expertise which are at the forefront of global and UK efforts to tackle environmental change, reduce emissions, stem the decline in natural capital and biodiversity and improve health and wellbeing. The overarching aim of the strategy is to bring these to bear on local as well as global challenges.

The strategy sets out how we can invest in growing our economy to raise both productivity, the quality of life and our environment. Without good growth we will not have the necessary resources required to tackle the region's inequalities and protect our natural capital. This growth will be delivered across the six elements of capital outlined in the Sustainable Growth Ambition Statement.

In addition, we will be developing with our partners, a number of other related strategies, such as a new Health and Wellbeing Strategy and a Work and Health Strategy. These will outline specific projects and priorities that will assist us in the meeting the vision, aims and objectives of both the LTCP and the Cambridgeshire and Peterborough Economic Growth Strategy.

Employment and Skills Strategy

In January 2022, we approved the new Employment and Skills Strategy for the sub-region. This strategy focuses on whole system leadership across the statutory education, post-16 skills, higher education, and employment sectors. The four pillars of the strategy closely align to that of the LTCP and are:



During the consultation and co-production process for developing the new strategy with our stakeholders, poor transport and connectivity was highlighted as a major challenge and constraint for students, adult learners, and employees to access opportunities. Long journey times, inflexible bus timetables (not aligned with college timetables) and frequency of services was highlighted as challenges. In addition, the cost of transport that inhibits many lower-income groups to access learning or employment opportunities and exacerbates rural disparities was raised. Transport in the towns and rural communities is a particular challenge for accessing learning or employment opportunities.

To address this issue, colleges in the sub-region have been collectively subsidising student travel from their education budgets. It is estimated up to £5m per annum is being spent by colleges to transport 16–19-year-olds to college each year through the provision of dedicated buses and subsidised travel passes. College principals have escalated their concerns about student travel, and we established a focus group in September 2021 to listen and consider options.

Through our convening powers, devolved responsibilities over the Adult Education budget and role as the Strategic Transport Authority, we propose to:

- Continue collaborative working with colleges and education providers to understand the travel and connectivity challenges, monitor changes and provide a route to escalation via the Bus Operator Forum. A Task and Finish group as part of the Employment and Skills Strategy delivery phase will be established to implement this strand.
- To direct support to the most vulnerable young people and adults, who may otherwise miss out on education opportunities such as young adults with SEND and Care Leavers living independently.
- Submit a proposal for Gainshare and/or other funds to co-design a 16-18 Travel Offer for subsidised or free travel for young people continuing in education or training.
- Promote Active Travel through the brokerage of subsidised bicycles and funding of cycling proficiency training for young people and adults.
- Deliver Carbon Literacy training to motivate and help residents make informed travel decisions to reduce their impact on the environment.

- Continue Blending Learning delivery to reduce the need to travel to study, where appropriate.
- Address education and training 'cold-spots' to bring delivery closer to communities. Reducing travel times and commuting by students and adult learners in St Neots and East Cambs through the creation of two new colleges.
- Working with Anglia Ruskin University Peterborough to develop transport offer for students.
- Establish a Rail Engineering Academy with GNR Training Ltd in Peterborough to train residents for employment in the rail sector.
- Bidding for National Highways Legacy Funds to support a Highways Academy in Huntingdonshire.
- Funding of electric vehicle maintenance and charging-point installation courses.
- To work in partnership with DWP to systematically identify and address connectivity barriers for residents securing and continuing in employment.

These key areas of the Employment and Skills Strategy have and will continue to be an integral foundation of the LTCP and its associated delivery (action) plan as it is imperative to reduce the barrier that transport can pose for those wishing to gain access to education.

Digital Connectivity Strategy

A key component of the LTCP documentation suite is the *Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy 2021-2025*. This strategy will deliver a future facing, long lasting digital infrastructure that will ensure that Cambridgeshire and Peterborough residents and businesses have the access they need to digital connectivity, supporting our sustainable growth ambitions and the aims and aspirations of the LTCP:

- Reducing Inequalities: Communities, particularly in rural areas will be more digitally connected and this, together with reduced digital exclusion will enable more people to access education, jobs, health, social care, and other public services.
- Health & Skills: The development of the network will increase access to digital connectivity, leading to a reduction in health inequalities and better access to jobs, education, and public services.
- Climate & Nature: Smart' technology, including 'Internet of Things' based connectivity helps to provide ready access to real-time transport information and environmental monitoring, leading to increased use of sustainable transport solutions, reducing private car usage, and contributing to a reduction in carbon emissions and meeting climate change targets. Better digital connectivity supports home working and remote training alongside other agile working practises, which can contribute to reduced commuting, less traffic congestion, and more flexible and more inclusive job opportunities.
- Infrastructure: Better digital connectivity and commercial telecoms investment will deliver additional fibre infrastructure and support a thriving local economy – fibre broadband will bring £315m GVA uplift and 10,000 extra jobs/new entrants to the job market by 2025. In addition, businesses will have access to the leading-edge digital connectivity needed to help them succeed and to deliver sustainable growth.

Vision Zero

Vision Zero is a road safety partnership strategy incorporating the international Safe System policy approach for Cambridgeshire and Peterborough. The Partnership reports to the Office of the Police and Crime Commissioner, Cambridgeshire County Council, Peterborough City Council and the Combined Authority for Cambridgeshire and Peterborough. The inclusion of public health and medical

practitioners, victim support and rehabilitation is based on the recognition that social and economic costs of road collisions require wider provision than traditional programmes have previously included. Vision Zero is a road safety partnership strategy incorporating the international Safe System policy approach for Cambridgeshire and Peterborough.

The Partnership is collectively working towards a long-term strategic goal of Vision Zero, where there are no deaths and serious injuries on the Partnership's roads. This is an ambitious goal and will need time and effort to be achievable. With this Strategy starting in 2020, the goal is to move towards zero deaths or severe serious injuries in the Partnership area by 2040.

Local Plans

Local Plans set out the strategic priorities for development of an area and cover housing, commercial, public and private development, including transport infrastructure, along with protection for the local environment. We have reviewed existing Local Plans, and engaged with officers currently developing their Local Plans, to ensure alignment with the policies and strategies contained within the LTP.

The Transport Investment Plan (Cambridgeshire)

The Transport Investment Plan (TIP) sets out the transport infrastructure, services and initiatives that are required to support growth in Cambridgeshire. Many of the schemes included in the TIP are required to facilitate the delivery of Local Plan development sites and for which Section 106 contributions will be sought: through to detailed local interventions. The Transport Investment Plan has informed our assessment of schemes for inclusion within the LTP.

The Infrastructure Delivery Schedule (Peterborough)

The Peterborough Infrastructure Delivery Schedule (IDS) identifies infrastructure requirements to support the growth of Peterborough. This includes meeting the needs of current planned growth, as set out in the Peterborough Core Strategy and Site Allocations Development Plan Documents over the current plan period to 2026. It is intended to inform Council spending decisions and to the preparation of the Local Plan and other plans / strategies. The Infrastructure Delivery Schedule has informed our assessment of schemes for inclusion within the LTCP.

The Plan provides a robust platform for the planning and delivery of our ambitious programme of priority transport schemes. It will inform the next round of Local Plan development being embarked upon, and as the overarching spatial strategy for Cambridgeshire and Peterborough continues to develop, so it may be necessary to refresh this Plan's documentation suite (supporting child documents). We will work closely with its partners in spatial planning and the delivery of transport priorities to identify the most appropriate time to refresh the LTCP over the coming years.

OUR TRANSPORT VISION

Our Ambition

Our overarching ambitions and objectives are contained within our Devolution Deal – to deliver a leading place to live, learn and work. This will be realised through achieving the following ambitions:

- doubling the size of the local economy over 25 years;
- accelerating house building rates to meet the local and UK need;
- delivering outstanding and much needed connectivity in terms of transport and digital links;
- transforming public service delivery to be much more seamless and responsive to local need;
- growing international recognition for our knowledge-based economy;
- improving quality of life by tackling areas suffering from deprivation; and
- providing the UK's most technical skilled workforce.

There are significant opportunities as we continue to emerge from the Covid-19 pandemic with a focus on public health. This plan and the associated programme of work will aim to address the health inequalities within our region and level up across the whole of Cambridgeshire and Peterborough.

There is great innovation across the region, strong support for businesses, an appetite for tackling climate change, a drive for a workable transport system and a mandate for building affordable, sustainable homes. We can only do this by listening to the rich diverse experience of those communities and stakeholders across the region and as our plans emerge aligned to this framework document, we will continue to proactively engage.

Better integration of transport and development planning has the potential to reduce the number of trips and the distance travelled by individuals. It can bring households and employers closer together, deliver productivity benefits from clustering and specialisation and, by making it easier to do business, encourage investment and job creation in Cambridgeshire and Peterborough.

We will continue to encourage development in those places where good transport can be provided, including along existing transport corridors. This integrated planning approach will therefore guide the investment in transport infrastructure that is needed to meet the area's growth ambitions, enable improved connectivity and act as a key enabler for sustainable growth.

We want everyone to have access to a good job within easy reach of home. The integrated planning approach described above should help to achieve this. By providing real choices for how people travel, we will promote social mobility, inclusive growth and improve health. Transport will play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Moreover, our commitment to biodiversity net gain and target to deliver net zero carbon will help our communities to become high quality, sustainable environments where people want to live.

Tackling the climate crisis requires large changes across our societies and economies, at local, national, and global levels. We need actions from governments and businesses, but there are important ways in which individuals, families and communities in the region can contribute positively to this change.

While transport will always produce some level of pollution (whether that is greenhouse gases, air, noise, or light pollution), a healthy transport system seeks to minimise these emissions. This plan aims to address the adverse pollution and alleviate the harmful consequences of the transport network.

This Plan aims to provide a transport system that makes it easier and safer for people to walk to the shops, schools and other amenities that can help improve people's health by reducing social isolation, which is harmful for physical and mental health especially among older people. A transport system that is accessible and efficient for everyone, it reduces socio-economic inequalities by increasing people's ability to access good jobs, travel to health appointments and access to opportunities to improve life chances. Key to this is addressing the affordability of the transport network.

Road transport accounts for a significant proportion of nitrogen oxide and of particulate matter (also called particle air pollution) emitted into the air. These include PM10 particles and PM2.5 particles, both of which are small enough to penetrate the respiratory system. Outdoor air pollution is associated with premature mortality and increased risk of hospital admissions from respiratory disease, lung cancer and cardiovascular illness. This plan aims to mitigate and address pollution that adversely impacts on people's quality of life and health.

The Local Transport and Connectivity Plan for Cambridgeshire and Peterborough

Transport has a key role to play in bringing about our vision for Cambridgeshire and Peterborough by contributing towards the delivery of its priorities, set out below. These priorities have been developed with available budgets in mind and reflect what communities want and need.

Our key identified transport priorities reflect a commitment to improve strategic connectivity to reduce commuting times, support future development and increase people's life chances and opportunities. We are committed to rigorous prioritisation based on business cases which assess the impact of the projects on future growth.

They have been developed under a simple hierarchy:

- the Vision Statement intends to capture the broad aspirations for Cambridgeshire and Peterborough's transport network;
- the Goals develop the vision further, outlining the wider outcomes that investment in the regions' transport network is expected to help deliver; and
- the Objectives form the foundations of the LTP, against which schemes will be assessed. Objectives are aligned to policies, projects, first-order outputs (e.g., better public transport) and second-order outcomes (e.g., better quality-of-life).

Vision for the Local Transport and Connectivity Plan

Our vision is:

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

It must put improved 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, safe, 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.

Goals for the Local Transport and Connectivity Plan

This vision guides the overall direction of this strategy, and from it we have developed the key goals around which the LTCP focuses. Our six goals are intended to outline (at a high level) what wider outcomes we want the transport network in Cambridgeshire and Peterborough to achieve. They bring greater context to the vision and identify the transport network as an ‘enabler’ of wider outcomes. These six goals have been developed from the three outlined previously in the LTP (Economy, Environment and Society). The six are:



This transport strategy will facilitate economic growth, delivering opportunity and prosperity for all communities by providing good connectivity for commuters and businesses. There is a quantifiable economic cost to every minute spent travelling rather than working, and minimising these ‘wasted minutes’ will have a tangible economic return. Connecting businesses to markets and residents to good, high-quality jobs, will expand opportunities for individuals across the region, and allow businesses to operate more efficiently.

Better connectivity between businesses should also provide ‘agglomeration benefits’, by effectively bringing organisations closer together and making it easier to do business. In turn, this will attract inward and international investment to Cambridgeshire and Peterborough. Expansion of the transport network will open areas for future housing growth, allowing the labour market to expand and reduce living costs that threaten to stifle economic growth.

Secondly, this transport strategy must reduce social exclusion and inequalities across the region through the provision of opportunities for all to improve their quality of life and life chances. Making sure that everyone can access key services and amenities will allow communities to thrive and be healthy. This will include the provision of affordable transport networks that spread across the region and making sure that these are safe for all users. For example, we want to ensure that individuals are not ‘car dependent’ anywhere within the region to reduce social exclusion and provide opportunities for all to improve their quality of life. Connecting people to jobs and amenities, and businesses to the local supply chain helps to encourage social mobility and ensures that the benefits of future prosperity are spread to residents, businesses and visitors across Cambridgeshire and Peterborough.

Thirdly, this transport strategy must ensure that the environment is enhanced by future transport schemes, and that individuals are encouraged to take active and sustainable travel choices or, where possible, to travel less. Cambridgeshire and Peterborough is currently nature depleted which, through adhering to the principles of biodiversity net gain, must be enhanced by the future transport network. We want to address issues with pollution (light, air, and noise) across the region, with an expectation to see significant improvements by 2030. We want to go further, not simply meeting the national standard for air quality, but exceeding it. And we want to reduce carbon emissions to net zero by 2050. 'Active modes' such as walking and cycling, and significant increases in the numbers of people using sustainable transport modes, will be particularly important for guiding this change, and have the added benefit of improving public health for residents.

These goals clearly overlap. For example, ensuring equitable access to the transport system will help to expand the potential labour market for employers, and improving the safety of the road network should help to allow people to make more sustainable travel choices. We believe that by concurrently pursuing these six goals the transport network will effectively serve all users and be sustainable for the long term. All six of these goals will be considered when analysing the merits of future transport schemes.

Objectives of the Local Transport and Connectivity Plan

Each of the eleven objectives refers to one of the six LTCP goals. These form the basis against which schemes, initiatives, and policies will be assessed. Objectives have been developed to reflect our aims and aspirations for the transport network of Cambridgeshire and Peterborough and how it can support the wider economy, social inclusion, and the environment within Cambridgeshire and Peterborough. They address the challenges and opportunities inherent in accommodating growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making. The objectives of the LTCP are described below and demonstrates clear alignment between the Plan's aims and objectives. In addition, the Mayor of Cambridgeshire and Peterborough has focused on embedding 3 Cs, namely Compassion, Community, and Collaboration. Alignment of the Plan's objectives and these 3 Cs is also demonstrated below.

Productivity



Housing
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues



Employment
Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport spreading the region's prosperity



Business & Tourism
Ensure all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports



Resilience
Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability

Connectivity



Accessibility
Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all



Digital
Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the region

Health



Health and Wellbeing
Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles



Air Quality
Ensure transport initiatives improve air quality across the region to exceed good practice standards

Safety



Safety
Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries

Environment

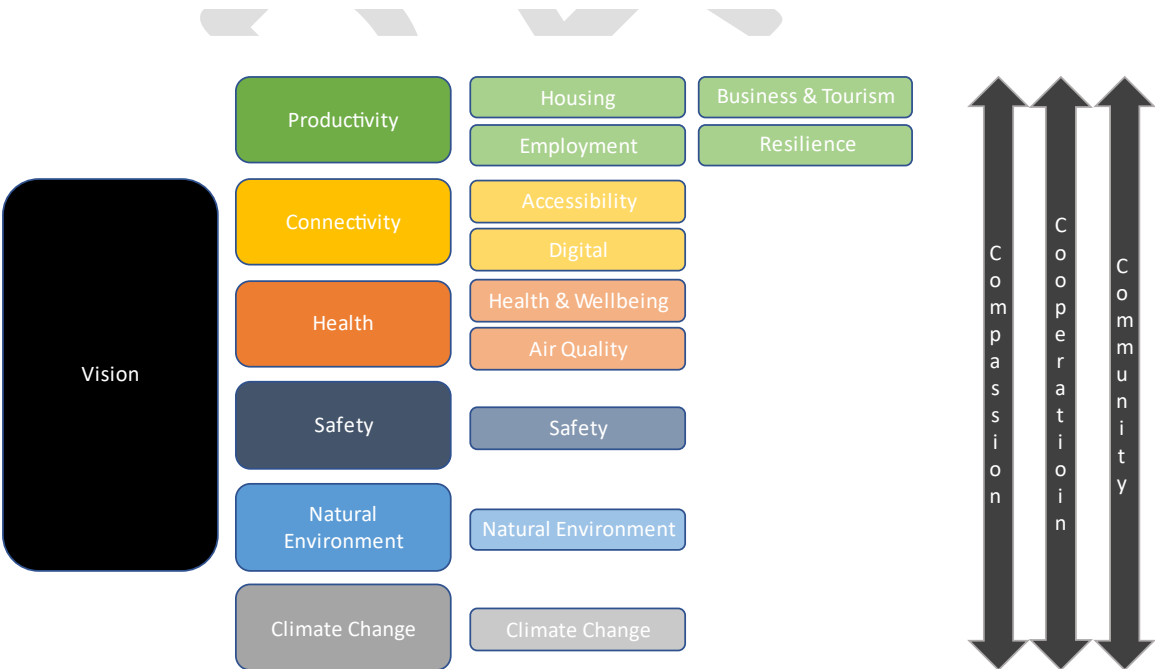


Environment
Deliver a transport network that protects and enhances our natural, historic and built environments

Climate



Climate Change
Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change



EVIDENCE BASE

Introduction

This LTCP is based on a thorough analysis of a range of supporting evidence. This evidence base examines the current transport conditions and socio-economic characteristics of the area, and an assessment of the likely future opportunities and constraints that we will need to plan for.

The previous iteration of our LTP and its precursors developed by Cambridgeshire County Council and Peterborough City Council (and integrated into the CPCAs Interim LTP, 2017) were built off the back of the following data picture.

- Strong economic growth in the Cambridge sub-region, driven by agglomeration in the knowledge-based sectors meant strong job growth. Subsequently, the population was increasing with significant new housing planned, which increased demand for travel. Employment and population growth were also relatively strong for the Peterborough sub-region.
- Subsequently there was a forecast of significant increases in congestion across significant parts of the road network up to 2041 with a decline in peak travel times. Contemporary poor performance of several routes was noted together with parallel poor performance (in terms of travel times) in the bus network. Areas of concern included the Cambridge radial routes, the A47 into Peterborough, the Peterborough Parkway system as well as localised congestion for the larger towns.
- An inherent weakness in transport connectivity was also identified with the weakest linkages being between the rural fens (covering Fenland as well as parts of East Cambridgeshire and Huntingdonshire) and areas of strong employment growth which was limiting opportunity for people living in areas of relative deprivation such as north Wisbech.
- The need to move towards decarbonisation was noted alongside the impact of transport on air quality and public health outcomes. There was also an emphasis on improving local connectivity to encourage an increase in active travel and alternatives to the car for short journeys.

For this LTCP the data work has been focused around challenging the previous picture, looking at what has happened since the previous LTP was written to change the policy outlook.

Summary of Evidence

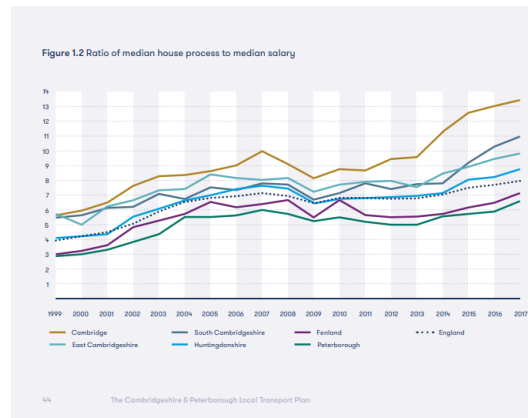
The transport network sits on top of a diverse socio-economic geography. Whilst previously high, economic growth was slowing pre-pandemic. The slowdown was particularly noticeable for Peterborough with a decline in figures for GVA, Jobs and the number of small and medium sized businesses.

Our economic activity is concentrated in key 'clusters' of 'Knowledge-Intensive' businesses, particularly around Cambridge and Peterborough. The dense concentration of these businesses allows them to take advantage of 'agglomeration benefits' but means that the prosperity they generate is, in turn, concentrated into small geographical areas, leading to high levels of inequality.

There is a significant risk that without careful integrated planning and appropriate development, future economic growth might 'overheat' the economy causing it to 'burn-out' – a scenario widely discussed in CPIER. The most obvious manifestation of this is the rise in house prices over the past two

decades, driven by population growth outstripping the provision of new homes. This rise is illustrated by **Figure XX**.

Transport connectivity has a role to play in both enabling and connecting new development, as well as connecting more affordable areas to live with centres of employment and locations for key services and amenities



The region has adopted what the CPIER described as a ‘blended spatial strategy’, housing development is taking place in different types of location. Looking at current adopted local plans, 26% of growth is expected in edge of city locations (either Cambridge or Peterborough), 27% in market towns, and 22% in new settlements. Based on current travel patterns these will have a differing outcome for travel. City fringe growth in Cambridge has been shown to yield at least 41% active travel mode share and only 33% travel by car (active travel for edge of Peterborough new developments is considerably less). New settlements without a dedicated public transport route (rail or busway) have over 70% of people travelling by car.

Traffic, congestion, and delay (pre-pandemic)

Congestion and delay act to limit the effectiveness of the transport network. The average speed on all major roads entering Cambridge during the ‘rush hour’ is less than 60% of the ‘free flow’ speed. In addition, the road network often lacks resilience, where alternative routes do not exist (e.g., main inter-urban links across The Fens) or where opportunities for increasing highway capacity do not exist (e.g., in Cambridge and historic towns and cities where the network is constrained by listed buildings and historic streetscape).

Road traffic levels in both Cambridge and Peterborough had fallen back slightly between 2015 and 2019, despite continuing housing and employment growth. Road traffic counts in the rest of Cambridgeshire continued to show increasing traffic levels in this period, particularly in the towns. This reflects Local Plans that have focused housing and population growth in the towns. Highest growth rates for road traffic were seen in Whittlesey (over 15%) and Chatteris (over 20%).

Overall levels of travel into the city of Cambridge by other modes of transport increased. Rail passenger numbers grew strongly with annual movements in and out of Cambridge North rising to 950,000 in 2019/20 and total movements in and out of Cambridge (Central) of around twelve million, making it the busiest station in the east of England in 2019/20.

Congestion levels show ongoing problems within the Cambridge sub-region, particularly along the A428, and A10 (both sides of the city) corridors (with peak time flow speeds being less than 60% of normal). The focus in Peterborough continues to be around selected junctions of the Parkway network

and areas of new housing development. On a smaller scale, there are also congestion points for some towns.

Congestion is not only detrimental for drivers of cars, lorries, and other vehicles, but also for people taking buses, cyclists, pedestrians, and other non-motorised users. On average, more than 20% of bus services within Cambridgeshire and Peterborough run late, in large part due to congestion. Future growth in housing and employment, and associated travel, is expected to result in worsening traffic congestion as capacity on the network becomes increasingly constrained, and act as a brake on the economy.

There will be significant growth in the number of commuting trips originating in the areas around the City of Cambridge and to the west of Peterborough. Consequently, the A47 between Peterborough and Wisbech, together with radial routes serving Cambridge, will all see significant rises in congestion by 2041.

Overall, the region has relatively good transport connectivity, with strong links to major cities, ports and airports outside the region, and good connections between major urban areas within it. From Peterborough and Cambridge urban areas, London can be reached by rail in under an hour, Stansted Airport can be accessed on direct Cross-Country rail services, and the A14, A1(M) and M11 provide good strategic connectivity, including for freight travelling to the ports of Harwich, Ipswich, and Felixstowe on the East Coast. This strategic freight that travels through Cambridgeshire rather than has a destination in Cambridgeshire can have significant, negative impacts on our communities, especially if the strategic networks experience disruption.

This high-level connectivity is critical for ensuring that the region's businesses have easy access to the staff, suppliers, and markets they need, and that tourist attractions can flourish. For example, domestic tourism alone brings an estimated 1.8 million visitor trips and £256 million annually into the area's economy.

Connectivity within our region is variable, with larger urban areas benefiting from significantly better transport network coverage than their small town and rural counterparts. This translates into poorer access to jobs and opportunities for rural residents. In Cambridge 88%, and in Peterborough, 95% of residents are within 15 minutes by walking or public transport of a local primary school. By contrast, in South Cambridgeshire and East Cambridgeshire this figure falls to 77% and 79% respectively.

Although 58% of the population of Cambridgeshire and Peterborough are within 30 minutes of a major employment centre (and a further 25% are within 60 minutes), many rural areas, in particular, either lack direct public transport accessibility, or suffer from lengthy journey times that make it difficult to those without a car to access jobs and services elsewhere.

Overall rail travel in the CPCA area has shown growth. Usage of Manea station increased (2015-19) the most from just over 12,000 movements to over 18,000 (+50% growth). However, bus passenger numbers continued to decline; Peterborough saw a reduction of -27% between 2014/15 and 2018/19 (3 million fewer passenger journeys) whilst Cambridgeshire saw a reduction of 6% (1 million fewer).

For those without access to a car, rising fares and general cost of living are reducing the affordability of the public transport network. Fares have risen across the region, broadly in line with the national average, and significantly faster than RPI (for example, bus fares have increased nationally by an average of 66% since 2005; whilst the cost of motoring has increased by 27% in the last 10 years). This threatens to increase 'car-dependency' – the position whereby an individual has no viable option available other than to use a car when making a journey.

As well as significantly improving bus services and affordability, one potential solution is to further promote the use of active travel modes wherever appropriate. Their efficient use of road space makes them an effective way of tackling congestion in key locations, and the range of other benefits they bring, such as improvements to air quality, reductions in greenhouse gases, and improvements to public realm, are closely aligned to several of the LTCP's key objectives.

The use of active travel modes is already broadly popular within Cambridgeshire and Peterborough, and sees high levels of investment, particularly in Greater Cambridge where £16 per head is spent on cycling per annum, a higher figure than in any other area of the UK. Cambridge enjoys the highest 'mode-share' of cycling within the United Kingdom. However, in other areas of Cambridgeshire and Peterborough, levels of walking and cycling are significantly lower, for example South Cambridgeshire and Peterborough itself. New technology, such as the advent of affordable electric bikes, is already allowing new groups of people to cycle and lengthening the distance many are willing to travel by bike.

Recent active travel trends are harder to measure, with little measurement taking place outside of Cambridge and then only on routes that are dominated by road traffic (e.g., market town radials). What counts there were showed signs of a slight gain in mode share for active travel. In Cambridge cycling continued to be strong particular for cross-city movements. Previous analysis completed in 2017 showed the mode share for commuting to work within the city into some employment areas was as high as 72%. Cycling into the city was somewhat less, with a mode share of 16% (but still better than most cities in the UK).

Decarbonising transport

Promoting the uptake of public transport and active travel modes will have a significant, positive environmental and societal impact. The proportion of carbon dioxide (CO₂) emissions produced by transport has seen a marked increase in all Local Authorities in Cambridgeshire and Peterborough over recent years

In 2016, total CO₂ emissions in Cambridgeshire and Peterborough were 5,614 kilo-tonnes. In the same year per capita emissions in Cambridgeshire (7.2 tonnes) were higher than in Peterborough (5.1 tonnes) and the regional and national averages (5.4 tonnes).

The highest proportion of CO₂ emission in Cambridge derived from road transport emissions (40.6%), followed by industry and commercial emissions (30.6%) and domestic emissions (21.8%). In Peterborough, the equivalent figures were 43.1% (road transport), 28.6% (industry and commercial) and 27.6% (domestic).

There remains a considerable disparity between the cities and more rural districts, where car ownership and usage are higher. Fenland is a notable outlier, with lower per capita emissions than might be expected from a rural district. Given the relatively poor public transport provision, this suggests that access to private vehicles may also be constrained, with implications for accessibility and mobility in the area. In isolation, the forecast traffic growth will subsequently result in an overall increase in CO₂ emissions.

The Climate Change Commission for the CPCA area has produced its final report. Of relevance is the UK wide contribution of domestic travel to total CO₂ emissions of 27%. Overall, surface transport related emissions for the CPCA area were 12% higher (2018 compared with 2012) whilst for the UK the increase for the same period was just 4%.

This Plan aims to ensure that the recommendations made to reduce carbon emissions from transport are progressed, developed, and implemented wherever possible, including:

- A 15% reduction in driven car miles by 2030;
- The rollout of electric vehicle charging infrastructure, bringing those districts with low provision up towards the levels of the best;
- A transition towards zero emission bus and taxi fleets by 2030 – including improvements to public transport, trials of on-demand electric buses, and infrastructure for walking and cycling; and
- Exclusion of diesel van and trucks from urban centres by 2030.

With transport being the main cause of greenhouse gases in Cambridgeshire and Peterborough, the LTCP becomes central to reducing emissions successfully and fairly.

Equity, equality, and safety

There continues to be a disparity in economic growth across the CPCA region. This is particularly evident in the growth of businesses from micro (0-9 employees) to small (10-49). Between 2015-2020 the number of small businesses in Cambridge increased by 34% and by 23% in South Cambridgeshire compared to just a 4% growth rate in Fenland. A recent report by OCSI into 'left behind' neighbourhoods (areas with high deprivation and relatively poor infrastructure) in England identified Wisbech in Fenland. One Wisbech ward scoring in the top one hundred for such characteristics out of over 8,000 places.

Peterborough ranks as the 51st most deprived out of 317 district and unitary councils nationally. Peterborough is therefore in the most deprived 20% (quintile) of local authorities in England. This is reflected in lower-than-average health and educational outcomes for the city.

The trend in those Killed or Seriously Injured (KSI) on the areas roads is relatively flat, with not much change 2012 to 2018. Given the relative increases in road traffic this should be viewed positively. Each area continues to have different high-risk groups; for Peterborough, pedestrians & motorists; Cambridge, cyclists & pedestrians; elsewhere in Cambridgeshire, motorists, and motorcyclists.

Public health and air quality

Across Cambridgeshire & Peterborough, there are areas that suffer from poor air quality. Hotspots with a high concentration of business activity and transport movements lead to localised air quality problems. There are seven Air Quality Management Areas (AQMAs) in the region linked to the transport network. Addressing the causes of these hotspots, as well as other locations where poor travel-related air quality negatively impacts our health is key to the overall success of this LTCP.

The transportation of goods by freight plays a key role in servicing Cambridgeshire and Peterborough's industry, communities and supporting our growth and economic development. Freight offers our residents choice as consumers and businesses, keeping the county thriving and attractive. As we continue to grow, so does the volume of goods traffic and the potentially adverse impact on our local communities' public health, safety, and air quality.

Future of mobility – electric and digital connectivity

Reducing greenhouse gas emissions and removing air quality management areas requires a multi-faceted approach, including encouraging better use of active travel modes such as walking and cycling, improving public transport, and increasing the number of electric vehicles in use. Electric vehicles require appropriate infrastructure, such as charging points, before they become a viable transport option.

The more urban areas of South Cambridgeshire, Cambridge and Peterborough all have charging point numbers broadly in line with the national average, while the more rural areas of East Cambridgeshire, Huntingdonshire and Fenland have numbers significantly below the national average. If widespread roll-out of electric vehicles is to become a reality across Cambridgeshire and Peterborough, a concerted effort will be needed to provide better charging provision across its geography, not only in more urban areas.

There are several barriers to uptake of EVs and hydrogen vehicles in Cambridgeshire and Peterborough and nationally, including:

- A lack of charge points – at home, at destination locations and on the strategic road network.
- Grid constraint – new and existing developments lack the necessary electricity distribution capacity to install charge points.
- Cost of vehicles – new EVs are significantly more expensive than internal combustion engine vehicles.
- Public perception – as an unfamiliar technology, not yet adopted at scale, there are issues around perceived reliability/range etc.
- Varied charging adapters – different car makes/models use different adapters decreasing the number of available charge points.
- Varied business models – different payment methods prohibit the uptake of EVs.

The *Alternative Fuelled Vehicle Strategy* will ensure our continued focus on the development of the appropriate infrastructure across the region.

In the same way that electric vehicles require charging infrastructure to make their roll-out a reality, autonomous vehicles need good mobile coverage to operate effectively. It is expected that for autonomous vehicles to be effective 5G coverage will be required. 5G is currently unavailable in some areas of the UK, but current rates of 4G coverage provide a good proxy for what 5G coverage might look like in the future.

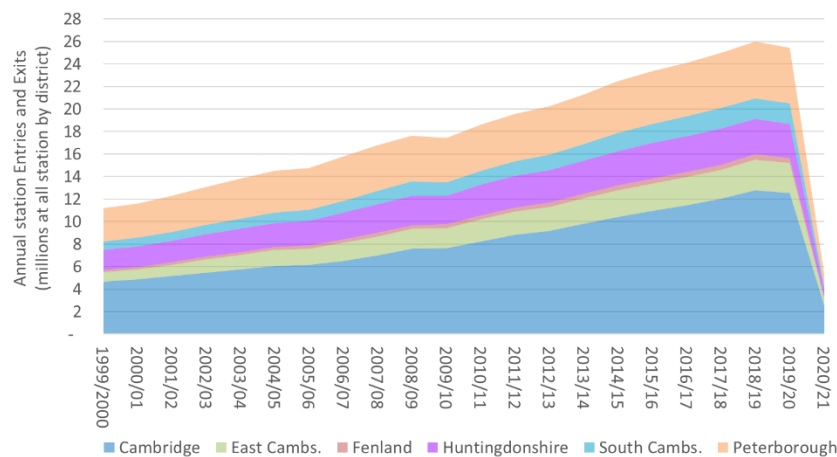
The Impacts of Covid-19

The Covid-19 pandemic has had a very specific impact on trends in transport and travel. It has depressed travel across all modes of transport and accelerated the propensity for people to work at home; referencing 'Working from Home Propensity and Capacity Release' *"Our model predicts that if people who used to commute by car and who are now working from home were to continue to do so for two days per week, between 10% to 12% of peak hour traffic would be removed"*

Looking at local data shows that travel has been significantly curtailed in some places but has remained the same or increased in others.

Bus ridership is still (April 2022) significantly below pre-pandemic levels, with Stagecoach reporting an average reduction of around 68% across all services served from its Cambridgeshire depots. In both Cambridge and Peterborough motor vehicle movements have returned to near pre-pandemic levels.

Rail travel in Cambridgeshire and Peterborough as measured by entries and exits to stations saw a small drop in 2019/20, and then a 79% drop in 2020/21. Passenger numbers have since recovered but are still significantly below pre-pandemic levels, particularly for commuting trips. Intercity rail movement has been reduced considerably (commuting previously made up over 50% of heavy rail use). Pedestrian footfall measured around the station square Cambridge being 44% below pre-pandemic levels.



The various forecasts available for the economic recovery, point to the third quarter of 2022/23 as the point whereby the economic value lost during the pandemic will be restored (excluding any resurgence of the virus). From that point forward will be when a proper view of the pandemic's longer-term impacts on travel can be drawn. As restrictions are eased, there is uncertainty about the extent to which changes will revert or endure. Until that point it would be too early to assume that long term behaviour change will lead to different patterns of infrastructure use.

Potential Future Trends: Post Covid-19

Whilst the actual long-term changes are yet to be established, the National Infrastructure Commission study 'Behaviour Change and Infrastructure Beyond Covid-19' provides a firm understanding of the possible scale and scope of the changes. Noting that it is not just the Covid-19 pandemic that will be driving the increase in home working. Research for British Telecom, Open Reach estimates that the impact of the roll out of full fibre broad band will see one million more people working from home, saving an estimated 300m commuter trips by 2025.

Focusing on four specific trends, working from home, social wariness, dispersal from cities and the use of virtual tools the author's scenarios show a possible future reduction in public transport use for travel to work in the range of 10%-20%. Within all scenarios there is an increase in demand for digital connectivity and digital services and modest (10%) reduction in private car travel. However, these figures need to be seen in the context of predicted population growth, which is very high in some parts of the region.

OUR STRATEGY

DRAFT

INTRODUCTION

Overview

This chapter contains the overarching transport strategy for Cambridgeshire and Peterborough – explaining how our transport network will be enhanced to support the goals and objectives set out in the previous section, including the key transport planning approaches and schemes/initiatives that will be required.

The schemes included in this LTCP have been informed by a review of multiple sources, including:

- Independent Commission on Climate;
- Cambridgeshire and Peterborough Independent Economic Review;
- Previous LTPs for Cambridgeshire and Peterborough;
- Developmental work by our constituent Councils, Greater Cambridge Partnership, and ourselves; and
- Emerging and adopted Local Plans.

The schemes included have been reviewed with officers at a local, regional, and national level. Based on an initial assessment, a balanced, integrated, and realistic package of schemes has been brought forward for inclusion in the Plan.

Notwithstanding the high-level scheme assessment and sifting undertaken to inform this Plan, all individual schemes are subject to further scrutiny as plans for their delivery are progressed. These include further value for money testing (through the business case development process) and environmental assessment (including carbon, air quality and noise assessments) where required.

This Plan includes a range of different transport investments, from projects already approved and being delivered, through to initial ideas and concepts that require further study. A significant volume of work is needed to develop, appraise, and prioritise the transport interventions identified, and to ensure that new ideas and alternative approaches can be accommodated within future amendments.

The remainder of this chapter:

- Describes the guiding principles that have been employed to inform and shape our strategy for transport in Cambridgeshire and Peterborough; and
- Presents an overview of our overall strategy, including how we intend to deliver the overarching vision and goals for transport in Cambridgeshire and Peterborough, and a sample of selected schemes.

The overarching strategy is then followed by Chapter 3 that outlines more detailed strategies for Peterborough City Council, the Greater Cambridge area (Cambridge City Council and South Cambridgeshire District Council), and the Local Planning Authority areas of Huntingdonshire, East Cambridgeshire, and Fenland.

OUR OVERALL STRATEGY

Overview

Our region is both large and diverse: 850,000 residents and 42,000 businesses call Cambridgeshire and Peterborough home, in an area covering some 340,000 hectares. It is home to a wide range of communities, settled in diverse geographical and social settings – from the cities of Peterborough and Cambridge to large towns, new towns and a network of rural villages and hamlets.

Developing a unified transport strategy for the whole region is complex and challenging. At its core is our vision for sustainability and growth delivered through the provision of healthy, thriving communities. In doing so, we must put our communities – the places we live, work and visit – at the heart of planning our integrated transport network. To effectively meet the key recommendations of the Independent Commission on Climate whilst providing individuals and businesses with a realistic choice regarding the way they travel, it is important to reduce our reliance on the private car and to decarbonise transport.

To successfully meet the vision and goals for this Plan it is important that an integrated transport network is delivered. This includes:

- Integrated and seamless interchanges between modes;
- Accessible travel and spatial planning;
- High-quality and effective digital connectivity through the region;
- Investment in high quality public realm;
- Safe and attractive walking and cycling infrastructure;
- Efficient highway network that accommodates the needs of all users;
- Accessible, affordable, reliable, and frequent public transport; and
- Innovative new transport modes.

The preparation of this Plan has been guided by several high-level principles to ensure we deliver sustainable economic growth, including decarbonising transport on our journey to net zero carbon emissions. The guiding principles are:

- Integrating spatial planning and reducing the need to travel;
- Providing high quality digital connectivity;
- Supporting sustainable economic growth and distributing prosperity;
- Considering and improving the safety of our transport network, whilst ensuring actual and perceived barriers are addressed and minimised;
- Delivering real, attractive alternatives to the private car;
- Being able to be responsive and flexible to adapt to future changes in mobility and technology;
- Greening our transport infrastructure and enabling access to our high quality green open spaces;
- Supporting social mobility and enhancing accessibility to opportunities that improve the quality of life for our people; and
- Protecting our natural environment and increasing biodiversity.

Guiding Principles

Productivity

Growth must be inclusive, truly sustainable and spread appropriately across the entirety of the region. This should create places where all members of our community contribute to, and benefit from, our region's growth. Currently, employment, amenities and prosperity are predominantly centred in and around the cities of Cambridge and Peterborough, but these cities also contain significant areas of deprivation, with Cambridge having the most uneven income distribution of any UK city. Our proposals will spread our success across the region, ensuring that all benefit from the sustainable growth wherever they may live.

This strategy will help to deliver our strategic ambition to double the size of its economy over the next 25 years with sustainability and accessibility to opportunities at its heart. Improving journey times, both by road and rail, and reliability is important for businesses to access their markets, partners, and supply chains. This helps to increase the geographical catchment from which to draw its workforces, helping businesses to realise their full potential.

We want to connect all new and existing communities sustainably, so residents can easily access a good job. In many areas of Cambridgeshire and Peterborough, the transport network across the area is of a relatively good quality. However there remain significant areas for improvement, especially for those socially deprived areas of the region, and those people without access to a private car. We want to encourage transfer from the private car to public transport and active travel modes, thereby reducing 'car dependency' and helping to meet our climate targets. This will be especially key in our new settlements, and a range of tools and policy measures will be used to help us achieve this. These could include trip budgets and alternative methods of providing car parking, where it is considered appropriate, particularly in Cambridge and its urban edge. Improving the links between our more rural towns and our larger urban centres is essential to improve both productivity and connectivity.

Traffic congestion risks our future growth and prosperity. Solutions to manage demand for road space will continue to be explored especially within and between our urban and surrounding areas. Targeted, localised improvements to the highway network will be undertaken to allow more efficient movement of vehicles, goods, and people; whilst ensuring that the needs of all road users are considered as these schemes are developed and delivered. In addition, freeing up road space within our main urban areas is key to ensure an integrated, seamless, and sustainable transport network is available for all.

To help alleviate bottlenecks which cause congestion and serious disruption to the journeys of many residents daily, a significant number of infrastructure improvements have been implemented on our road network. For example, at the existing level crossing on the Peterborough Road, near the Kings Dyke Nature reserve, has long been the cause of serious delays between Peterborough and Whittlesey. It is important that the appropriate balance is struck between reducing congestion and therefore making car trips more attractive and potentially inducing more car trips.

Large-scale investment in public transport (faster, more reliable, more frequent and with easy to use through-ticketing), including the potential for an ultra-light rail link to Wisbech, coupled with improved highway links designed to accommodate ultra-low emission vehicles, electric vehicle charging points and other emerging technology will provide extra capacity for people to travel sustainably while helping the region to grow.

Large-scale investment in public transport is also key to alleviating pressures on the Greater Cambridge economy. Rapid growth has placed huge pressures on the area's transport infrastructure, with congestion and pollution impacting on quality of life. The CPIER report outlined that without action to address the infrastructure deficit in the Greater Cambridge area, economic growth would start to slow down and tail off, with knock on impacts for the wider geography and the strategic ambition to double the Cambridgeshire and Peterborough economy. The Greater Cambridge City Deal, signed in 2014, was in part agreed to address these pressures, and includes investment in four segregated corridor schemes designed to offer better public transport and active travel routes to the west, north, east and south east of the city. These routes have been identified as essentially to supporting growing communities and large employment clusters in the area.

Buses form a fundamental component of our transport network, allowing people to access employment opportunities. We will improve our public transport offer by developing and delivering the most appropriate financial and operational framework for buses. Work will continue to ensure the right option is delivered for the people of Cambridgeshire and Peterborough. This new operating model will drive quality and efficiency, increasing patronage and ensuring we deliver key public transport priorities across the region. We want to create a virtuous circle: increasing usage, with reduced operating costs so better services can be sustained without a permanently higher per-passenger subsidy.

Working with partners, we aim to deliver an enhanced bus network with more reliable, faster and more frequent services that opens up access to employment, education and services and becomes the natural choice for many more people. Our Bus Service Improvement Plan (BSIP) aims to ensure that everyone should have the opportunity to travel; their chances in life should not be constrained by the lack of travel facilities open to them. The BSIP's ambition is to:

- A return to pre-Covid patronage levels as soon as possible followed by new patronage growth;
- Priority measures to speed up journeys and make buses more reliable;
- A revamped, integrated bus network offering links to more places, clockface timetables, more frequent services and longer operating hours;
- Comprehensive coverage and consistent levels of service;
- Zero emission buses on all services by 2030;
- Tickets that can be used on all services and provide value for money;
- Cheaper travel for young people;
- Comprehensive information from one source in all media formats; and
- Better bus stops and waiting facilities.

Improvements will be tailored to local needs, but may include:

- Demand Responsive Transport (DRT) in rural areas feeding into our towns, which are connected by major routes to Cambridge and Peterborough;
- Enhanced urban networks; and
- Using e-bikes and Mobility as a Service (MAAS) for last mile connections where appropriate.

As part of our investment in public transport, due consideration will be given to the appropriate first/last mile options to deliver a truly integrated transport offer for all.

Rail usage continues to be on the rise across the region, and we will promote a range of schemes to help encourage and accommodate this trend. For example, new railway stations being proposed for the region, including Cambridge South station, the construction of which would provide much needed

additional capacity near the Cambridge Biomedical Campus. East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes, and Oxford, would transform public transport connectivity along the Oxford to Cambridge corridor. A potential ultra-light rail scheme to connect Wisbech and its surrounding hinterlands would improve public transport connectivity and allow the area to truly meet its potential through the provision of greater accessibility. In addition, rail improvements such as Ely Area Capacity Enhancements (EACE) and Snailwell Loop scheme will enable more frequent services and make journeys quicker for passengers, whilst improving the potential for greater freight movements.

Cycling also plays a key role in commuting whilst also improving people's health. More than a quarter of people within Cambridge alone travel to work by bike – the highest rate in the country. The increasingly popularity of e-bikes will extend the reach and distances people are prepared to cycle. Greater levels of cycling will not only help more people travel to work easily and cheaply, but help to improve health, air quality, carbon emissions and relieve traffic congestion, thereby enabling the region to grow sustainably. We will continue to work with our partners to improve infrastructure for cyclists, and all non-motorised users, with segregated Dutch-type infrastructure along major road corridors, improved cross-city cycle links and a network of 'Greenways' connecting more rural areas to major employment hubs.

To assist with increasing productivity and connectivity, our policies support the promotion and roll-out of new technology, such as affordable e-bikes, cargo bikes, and non-standardised bikes, especially in our towns and more rural areas. This will allow new groups of people the opportunity to cycle and commute longer distances.

Although we want to prioritise the development of public and active travel modes, we also recognise that the private car will remain a key mode for many residents across Cambridgeshire and Peterborough in the short-medium term particularly where no alternative exist. We will support highway infrastructure and enhancement schemes such as upgrades to the A47 between Kings Lynn, Wisbech and Peterborough, to improve labour market accessibility to and from the Fens and Wisbech; and dualling of the A428, which will significantly improve commuter links along the Oxford to Cambridge corridor. These improvements need to be offset against the overarching ambition to reduce car mileage by 15% from 2019 levels by 2030.

Existing and new travel hubs and interchanges on key strategic routes will act as gateways to our public transport network and will allow car users to switch to modes earlier and travel sustainably for a large proportion of their journeys. To allow for seamless multi-modal transport interchange these hubs will be designed to enable movement between fast and reliable public transport services and 'first/last mile' connections.

In spaces with a high movement function and low place function, efficient transport modes will be given priority. For example, along fast-moving roads such as the A14, the private car and Heavy Commercial Vehicles will be given higher priority, while consideration will also be given to how the infrastructure can facilitate walking and cycling through measures, such as parallel segregated pathways and safe and convenient junction crossings, in line with LTN 1/20.

We will continue to work with partners to develop and implement an appropriate *Freight Strategy* for the whole region. This Strategy will consider the efficient movement of goods and services, whilst balancing this with the needs of the local community and environment. Through this Strategy, we and our partners will:

- Identify hotspots where enforcement is needed and use the information to influence the industry and the Police on education and enforcing restrictions;
- Encourage freight operators to use specialised satellite navigation systems that produce specialist information for HCV drivers;
- Support constituent Councils in securing lorry parking facilities across the region and encourage developers to provide safe, secure lorry parks at strategic points across Cambridgeshire and Peterborough, especially along the strategic routes and in towns and development with a high generation of HCV traffic;
- Reduce the number of vehicle journeys and thereby the carbon emissions and other pollutants which can be directly detrimental to human health. This will include support for the concept of 'secure freight consolidation centres', last mile delivery and alternative fuelled vehicles where appropriate;
- Supporting constituent Councils and partners to manage deliveries within towns and cities, such as maximising deliveries during the off-peak period and encouraging last mile deliveries by cargo bikes other sustainable modes;
- Liaise with Planning Authorities to identify and investigate freight issues and bring together spatial planning, freight transport and transport planning interests; and
- Seek funding from new and innovative sources to help us deliver our priorities to develop a fit-for-purpose freight network that allows Cambridgeshire and Peterborough to grow and prosper with due regard for a sense of well-being overall.

Connectivity

Our communities depend upon regional, national, and international connectivity to drive economic prosperity. We must therefore ensure that our businesses are connected sustainably to the main transport hubs, ports, and airports. For example, we are currently working in partnership with National Highways to assess the viability of dualling the A47 that would significantly improve east-west movement. In addition, we will continue to work with England's Economic Heartland to understand the complexity of movements in and through the Oxford-Northampton-Peterborough corridor and promote the appropriate schemes that emerge from this study.

We will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network, and moving it across the region more sustainably. These interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish. We will work with neighbouring Local Authorities and partners to look at schemes and initiatives that improve access to London Stansted and London Luton Airports.

The transport infrastructure must be provided and maintained to a high standard as inadequate footways, cycleways, and roads present significant risks to all transport users. There is a direct connection between the quality of maintenance and people's willingness to adopt active travel as an alternative to driving. Therefore, it is important that the Local Highways Authorities continue to invest in the transport infrastructure to ensure a safe, reliable, and effective network is available for all.

The Covid-19 pandemic accelerated our reliance on digital connectivity. At a time when access to healthcare, jobs, retail, education, training, and key services such as banking, have all become highly dependent on digital connectivity, it highlighted and exacerbated the "digital divide" excluding those without access to connectivity. This lack of connectivity can be due to a lack of access because the infrastructure is not available and those that cannot access due to ability to pay for the service and/or have the appropriate skills to access.

Digital connectivity is important in meeting the key challenges facing the region, such as sustainable growth, climate change mitigation, the management of scarce resources including water and energy and improving people's life chances through the provision of access to retail, leisure, education, and health facilities. Therefore faster, more reliable digital connectivity – with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate – will provide improved connectivity between businesses and to homes; greater working flexibility, thereby taking the strain off the transport network; and allowing better management of our transport networks to increase capacity, make travel times more reliable, and ultimately, make journeys safer.

The *Cambridgeshire and Peterborough Digital Connectivity Infrastructure Strategy* will deliver a future facing, long lasting digital infrastructure that will ensure that digital connectivity is available to all – supporting effective public service delivery, thriving communities and sustainable business growth. This Strategy, which is a child document to the LTCP, will:

- Improve internet access to reduce digital exclusion and health inequalities;
- Use 'Smart' technology to support sustainable lifestyles and mitigate climate change;
- Attract investment in fibre broadband and mobile connectivity infrastructure to strengthen the local economy and create jobs; and
- Ensure businesses have access to leading-edge digital connectivity to help them grow and succeed.

We launched TING (our new on-demand bus service) in October 2021 to support rural communities across the western part of Huntingdonshire. The 'Uber' style bus service is operated by Stagecoach East and aims to increase accessibility across the area, especially without having to rely on the private car. The TING branded fleet of four solo, single deck vehicles, provide an overlay service, and operate in addition to the existing bus services currently running across the area. The six-month trial has recently been extended for another three months as a viable public transport option to get people out of their cars and supports its plans to help the region meet the 2050 Net Zero target for carbon emissions and to make its own operations net zero by 2030. Following a thorough assessment of the TING trial, we will look to roll out the Demand Responsive Transport network across the region in a phased, prioritised approach.

In addition, we will investigate the potential reopening of the rail line between March and Wisbech with onward connections to Cambridge expected to bring greater employment, educational, retail and health opportunities and housing growth. As this scheme is developed, we will examine the use innovative technologies to deliver the most appropriate solution.

Health

A good transport system is essential for a healthy society. The impact of air pollution on health is well-known, but transport affects the health of people across society, in multiple ways.

Increasing physical activity and minimising time spent sitting down helps maintain a healthy weight and reduces the risk of cardiovascular disease, type 2 diabetes, cancer, and depression. It is recommended that to stay physically and mentally healthy, adults should do at least 150 minutes of moderate or 75 minutes of vigorous activity per week. Walking and cycling as part of routine travel – whether for an entire journey, part of one, or to access public transport – can help meet these targets. Undertaking physical activity regularly has a positive impact on both our mental and physical health. Research shows that keeping physically active can reduce the risk of heart and circulatory disease by as much as 35% and risk of early death by as much as 30%.

Use of sustainable and active travel modes is significantly higher in parts of our area than the national average, the result of proactive efforts to improve the attractiveness of these modes. Within some areas of the region, a number of barriers remain that reduce the attractiveness and viability of active travel modes.

It is important that capital improvements across the region are supported by sufficient revenue support through greater promotion, training, and education. Cambridgeshire County and Peterborough City Council for example, has used funding from the DfT to deliver Bikeability training, which aims to give children confidence on their bikes, so they are more likely to take up cycling as adults.

Everybody should be able to access our transport network and feel safe when they do so. We will promote social inclusion through the provision of a sustainable transport network that is affordable and accessible. To achieve this, the network must be examined at every scale, from kerb-heights to area-wide highway network planning, ensuring that nobody is excluded from using the transport network due to personal circumstances, income, age, disability, or any other factors.

Having well-designed streets and public spaces will increase the attractiveness and safety of the environment. Our transport system will make it easier and safer for people to walk to the shops, schools and other amenities that can help improve people's health by reducing social isolation, which is harmful for physical and mental health especially among older people.

Investment in key active travel routes is essential as more people walking and cycling for short journeys helps to reduce road congestion and air pollution, save commuters money, and improve their physical and mental health. With twenty million adults in the UK physically inactive, contributing to one in six deaths in the UK, active travel can help people incorporate physical activity into their daily routine.

Transport is inextricably linked with mental health. Some of the connections are obvious whilst others are often invisible and therefore harder to mitigate. The lack of transport can lead to a sense of social isolation, particularly in rural hinterlands and pockets of urban environments and especially for those without access to a car and where the public and active transport offer is severely limited. Individuals who suffered isolation due to a lack of transport are three times as likely to have a GHQ score (general health questionnaire score, which measures minor psychiatric health conditions) that indicated a risk of depression.

Participation in social, cultural and leisure activities is important to people's quality of life and can play a major part in meeting policy goals like improving health, reducing crime, and building cohesive communities. People without cars are around twice as likely as those with cars to identify transport as a barrier to participation in a range of social and cultural activities. Our affordable, public transport network will promote social inclusion, with four key factors being considered: it must be available, accessible, affordable, and appropriate.

We will continue to work with operators to place inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network. For example, we are currently investing in a DRT pilot (TING) and the lessons learned from this initiative will be used to benefit everyone across the region.

Place Making & Public Realm

High quality public realm plays a crucial role in encouraging urban culture and creating citizenship. Public realm is not only about major urban spaces that have important social and symbolic functions,

but they are simply the summit of a hierarchy of spaces that starts with the local street, the link from home to school, from shops to work.

A series of improvements to the ‘public realm’ of the villages, towns and cities have been implemented. The completion of the St Neots Masterplan, for example, includes a range of projects in the town centre that once established will ensure it is the first ‘Smart Town’ in the country.

In Peterborough, the City Council has recently delivered a package of significant infrastructure developments along Bourges Boulevard. These are designed to relieve congestion, significantly reduce delay at critical locations (to improve access to the railway station car park) and promote development as part of regenerating the city centre.

We are continuing to develop our non-statutory Spatial Framework and one of its guiding principles is to integrate spatial and transport planning to reduce the need to travel and shorten many of the journeys we do need to make – making our communities more walkable and cyclable.

Whilst we are the Strategic Transport Authority, it is the region’s City and District Councils that are the Local Planning Authorities. We will therefore continue to work with the Local Planning Authorities to support their Local Plan processes and ensure that supplementary planning document and guidance promotes integrated planning.

With our partners we will help to deliver changes that would provide for ‘healthy streets’ and high-quality public realm. These improvements will put people first and promote active lifestyles. We will work with partners to investigate, develop, and implement appropriate Low Traffic Neighbourhoods (LTNs) across the region. These LTNs will reduce motor traffic, and in doing so, reduce air pollution, noise pollution and road accidents. In addition, they will make the character of residential streets more pleasant, inclusive, and safer for people to walk and cycle, whilst creating spaces to play and socialise. Buses would be routed to provide improved connectivity thereby reducing traffic levels and helping to connect people to local amenities.

In addition, we fully support the idea and appropriate implementation of 20-minute neighbourhoods. These will ensure that in our urban areas a complete, compact, and connected neighbourhood is provided, where people’s everyday needs can be met within a short walk or cycle. As a result of successful implementation, appropriate 20-minute neighbourhoods and LTNs can boost local economies, improve health and wellbeing, increase social connections within our communities, and help to tackle climate change.



Safety

The safety of public highway users across Cambridgeshire and Peterborough is an absolute priority. We will ensure that road safety is a key component in everything we and our partners deliver. We all

have a responsibility for road safety – either as road users, Local Authorities, or transport providers. It is also important that we improve the perceptions of safety as these can often be barriers themselves.

Road traffic collisions have a devastating effect on the lives of those involved, not only the people who have been injured, but also their families and friends. Serious collisions can deeply affect many people in the wider community and extended road closures can have serious consequences for the road user and the economic prosperity.

Having seen significant progress in reducing road casualties during the early part of the century; since 2010 this progress has stalled and requires considerable attention to achieve further reductions in the coming decades.

The number of deaths and injuries on our roads is still far too high, and progress was slowing before the Covid-19 pandemic. The annual cost to society of road accidents in the region is estimated to be £822m and the misery which it inflicts on the injured and bereaved families is immeasurable. In 2020, 411 people were killed or seriously injured - this is still too many. We will continue to work with the Cambridgeshire and Peterborough Road Safety Partnership and other agencies, such as the Police and Fire Services to provide a safe transport network for the people of Cambridgeshire and Peterborough. The Road Safety Partnership deliver, influence and support evidence-led highway design and road safety interventions to improve safety on the highway network, and to fund education, training, and publicity programmes to improve road user behaviour and reduce casualty numbers, aspiring to ‘zero tolerance’ of transport-related deaths.

We will continue to work closely with the Cambridgeshire and Peterborough Vision Zero Partnership to achieve our overarching safety goals – with regular direction given to and from the Combined Authority Board. The overall vision and long-term goal for the Partnership is to achieve Vision Zero, where no people are killed or severely injured on the partnership’s roads. This will be achieved by the adoption of local targets to measure and monitor progress. Given the international adoption of a 2030 target of a 50% reduction in road deaths and serious injuries using a 2021 baseline, this is a suitable target for the Vision Zero Partnership.



In addition, we will continue to utilise road safety initiatives that recognise the commitments outlined in the UN “Stockholm Declaration” especially in relation to 20mph in built-up areas; to reduce speeds, improve levels of road safety and encourage walking and cycling as day-to-day forms of travel.

Safety will remain a fundamental consideration when developing and delivering our transport portfolio. It is essential that we and our partners continue to seek to identify, analyse, and develop solutions to transportation hazards through the embedding of safety conscious planning that addresses highway, public transport, pedestrian, bicycle, equestrian, and heavy vehicle safety. We will continue to work with partners to create active travel routes that reduce the number of interactions with HCVs and buses.

As we strive to increase the number of active travel users it is important to remember that currently 19% of KSI collisions involve cyclists, and a further 9% involve pedestrians. Therefore, we need to ensure we provide a safer road environment that gives people the confidence to make this shift. In addition, it is also important to manage potential conflicts between cyclists, equestrians, and pedestrian (and other modes such as e-bikes, e-scooters, scooters) and the specific issues faced by the disabled.

Climate Change

Climate change is a fundamental issue for all of us. It is already impacting on how we live our lives and if we do not reduce our greenhouse gas emissions to zero over the next 30 years, the impacts both here and globally will become very severe. If we look at the risks to the UK from climate change many of the impacts are particularly acute in Cambridgeshire and Peterborough: the risk of flooding, very high summer temperatures and water shortages. We all need to act, and act now, to avoid the most damaging aspects of climate change. The actions outlined in this Plan offer potential benefits and opportunities, including providing a more inclusive and sustainable transport network, jobs in low carbon industries, more energy efficiency, for residents and businesses, better air quality and more greenspace improving our health and well-being.

The Cambridgeshire and Peterborough area is one of the driest in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable.

The transport network needs to be resilient and adaptable to climate change. It is recognised that the transport network does not always function flawlessly and is subject to internal and external stresses (human and environmental disruptions) that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption.

To successfully meet our climate change objective, it is important to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale and by committing to a target of net zero carbon by 2050, Cambridgeshire and Peterborough must be at the forefront of driving reductions in emissions from transport. We and our constituent Councils signed up to the recommendations outlined in the *Cambridgeshire and Peterborough Independent Commission on Climate Report* and this Plan aims to provide the framework to allow for appropriate and timely progress. This commitment includes a reduction in car mileage by 15%, using a 2019 baseline, across the region.

Many of the levers to achieve a significant reduction in harmful emissions – such as vehicle emissions standards – are at national level. However, the CPCA and local partners are developing a charging network for electric vehicles (EVs); improving public transport through new infrastructure, bus reform and network improvement and replacement electric buses; integrating and expanding active travel

measures and infrastructure, including e-bikes, across the region, such as through e-bike and e-scooter hire schemes; encouraging a switch to cleaner modes; improving the ease of working from or near to home through better connectivity; and management of deliveries within our urban areas.

Embodied and operational carbon refers to the emissions during the construction and maintenance of our infrastructure. It comes from the embodied energy consumed to extract, refine, process, transport and fabricate the materials required to deliver any transport scheme. To truly decarbonise our transport network to meet ours and central government's targets and objectives; it is becoming increasingly important for our delivery partners, contractors, and developers to tackle it appropriately. It should be possible to reduce the embodied energy and carbon of a construction project significantly without adding to the cost. Therefore, in order to minimise and potentially neutralise carbon emissions, due consideration will be given to carbon emissions (both embodied and operational) during our scheme assessment phase and throughout any scheme's development through the formal business case stages.

The implementation of the East Anglian Alternative Fuels Strategy (EAAFS) is key in ensuring that the impacts of climate change are addressed at the very local level. This Strategy focuses on how the uptake of alternatively fuelled land vehicles can be boosted across East Anglia, what and how much infrastructure (such as electric vehicles charge points) needs to be delivered to support this transition, and other policies and actions that will be necessary to deliver a decarbonised transport system. The alternative fuelled vehicles (AFV) covered in this Strategy include battery electric, hydrogen fuel cell and renewable natural gas vehicles. In each case the study considers the emissions of the production and use of the fuels but not the production of the vehicles. The delivery plan for this Strategy is being developed and focuses on:

- Actions to expand electric vehicle charging infrastructure;
- Actions to encourage AFV uptake, especially for freight transportation and buses; and
- Actions to deliver a modal shift and encourage behavioural change, including incentives and support for AFV for construction vehicles.

An implementation and delivery plan for the EAAFS will be published, monitored as part of the LTCP suite of documents.

Reductions in vehicle mileage and shifting journeys to sustainable modes such as active travel and an affordable public transport offer, are very important but need to be achieved alongside 'greening' of public transport vehicle fleets and improvements to transport infrastructure to enable easy uptake of low emission transport modes.

The Greater Cambridge Partnership, Cambridge City Council and Cambridgeshire County Council have continued to work on a Spaces and Movement Supplementary Planning Document and has commissioned and have published a Clean Air Zone Feasibility Study, the outputs of which will be used to inform the Cambridge City Access Package. In addition, an 'Intelligent City Platform' has been developed by 'Smart Cambridge', which makes use of real-time travel data to provide clear information for travellers across the city through an app-based interface, helping to provide information to travellers and local authorities about the functioning of the transport network.

Looking ahead to the future of public transport, the Greater Cambridge Partnership recently funded two electric buses in Cambridge to understand and examine their operation on the local network. The GCP's Smart Cambridge workstream also supported a project trialling the use of autonomous shuttles running between Madingley Park&Ride and the West Cambridge site.

Overall, there are around 350 buses operating on the urban and interurban bus network across the CPCA area. We and our partners have successfully secured funding from Zero Emission Bus Regional Areas allocation that will enable us to replace 10% of the most heavily polluting fleet with the electric vehicles entering into operational service in the third quarter of 2022. The bid aligns with our vision to develop and implement a rolling programme to replace 30-35 buses a year across the region to decarbonise the entire network affordably, progressively, and systematically. By funding electric bus charging infrastructure in the region now, we are starting to remove a significant barrier to operator transition to zero emission vehicles by our local bus.

In addition, we aim to ensure transport initiatives improve air quality across the region, exceeding good practice standards. We have a responsibility to implement measures that ensure improvements to air quality can continue to be delivered alongside growth by creating conditions that will change travel behaviour and bring about the use of cleaner vehicles.

Our proposals to improve air quality are directly linked to the key priorities identified in the Cambridge City Council Air Quality Action Plan (AQAP) 2018-2023 and the Joint Air Quality Action Plan for the Cambridgeshire Growth Areas (2015).

The key areas identified for action, and to be supported through the LTCP, include:

- Reducing emissions from taxis, buses, coaches, and HCVs, with the potential to link to demand management measures;
- Mandating consideration of electric vehicle charging points for all new or upgraded highway infrastructure;
- Maintaining low emissions through the planning process, and long-term planning; and
- Improving public health.

Our approach, including a commitment to biodiversity net gain through investment in transport and the developments it supports, will help our communities to become high quality, sustainable environment where people want to live. Reducing the need to travel, and distances travelled, through integrated land use, transport planning, investment in digital and mobile connectivity and energy supply, will be a central pillar in meeting local and national ambitions to significantly reduce greenhouse gas emissions as we move towards net zero carbon.

Natural Environment

We want to deliver a transport network that protects and enhances our natural, historic, and built environments. We are fortunate to have exceptionally high-quality environments within Cambridgeshire and Peterborough, which also have positive impacts on the quality of life for our residents. We will therefore integrate environmental considerations, including biodiversity net gain, throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment during construction and operation. Biodiversity net gain can be achieved through, for example the provision of tree lined streets and planting wildflowers along verges. In addition, there is a significant opportunity to remove non-essential traffic from sensitive areas / removing traffic from historic core and pedestrianisation through work being undertaken by partners to examine our network hierarchy.

The network hierarchy review in Cambridge provides an opportunity to redirect through traffic to more appropriate routes and remove non-essential traffic from sensitive parts of the City and reallocate the space to non-motorised users, to improve air quality and safety, and create attractive, healthy, and thriving streets and communities.

Attractive Alternatives

This Plan includes investment in world-class Dutch-quality walking and cycling facilities, including a network of segregated cycleways and new bridges, and designed to accommodate a wide range of active travel users with a focus on utility journeys. Wider non-motorised users including horse riders and carriage drivers will be considered on a scheme-by-scheme basis where there is opportunity to address existing or likely demand. More people travelling on foot, by bike and public transport, rather than by private car, will help to reduce congestion, improve air quality and safety, and create attractive, healthy, and thriving streets and communities.

To help promote walking and cycling, we will continue to develop and implement Local Cycling and Walking Infrastructure Plans (LCWIPs) to provide evidence for prioritised investment in infrastructure for walking, cycling and other non-motorised users. We will develop high quality cycle provision, through schemes such as the Greater Cambridge Partnership's Greenways.

Cambridgeshire County Council are continuing to work on an *Active Travel Strategy*. The document will form a 'child' document to this Plan and will provide a long-term vision for how to deliver the bold and ambitious active travel aims of both central government and the CPCA as Transport Authority. It will cover a broad range of policies that sets out the position on a variety of issues and will include a range of active transport modes.

The use of active travel as part of multi-modal trips will be encouraged wherever possible. For example, we will investigate the possibility of a cycle hub in Peterborough city centre and improve cycle links to other key destinations around the city. Broadly we must consider 'place' and 'movement' function when designing new infrastructure to ensure that we can provide good transport connectivity whilst retaining and developing 'healthy streets'.

We will work with Active Travel England to ensure that all new public transport and highway infrastructure will be designed to include high quality cycling and walking corridors and facilities with suitable integration, access and crossing points, thereby being compatible with LTN 1/20. We will focus on the use of active travel for the first and last miles of journeys where through-bus services are inappropriate. The use of these modes can help ensure people remain active and undertake the recommended amount of physical activity as well as making our transport network more sustainable.

The most basic and readily available first/last mile option is walking. Almost every public transport trip starts or ends with, at least, a short walk. We will focus on pedestrian movements as the reach of the existing public transport system can be extended significantly simply by making walking to and from hubs and bus stops easier, less prone to barriers and more pleasant by creating attractive urban spaces that are well connected to public transport infrastructure.

In addition, we will look to utilise a first/last mile strategy for deliveries. Electric last mile delivery vehicles are increasingly desirable but important to balance sustainability and environmental consciousness whilst lowering fuel bills and significantly less vehicle maintenance. Therefore, we will work with partners to actively encourage the more sustainable first/last mile delivery strategy is implemented within our cities and urban centres, wherever possible.

Vital steps have been taken to maintain and improve our public transport network. For example, we committed £9 million of investment into March, Manea, and Whittlesea railway stations to aid their regeneration, and £18.9 million to deliver the new station at Soham (opened in December 2021), returning rail services to the town for the first time in 56 years. The Greater Cambridge Partnership has progressed four high-quality public transport corridors to the west, north, east, and south-east, as

well as wider investments including completing an upgrade to Histon Road providing better bus, walking and cycling facilities.

We have saved several critical bus services from closure and have completed a strategic review of bus services in Cambridgeshire and Peterborough. This review recommended that we should engage with operators to investigate short term improvements, while exploring alternative long-term delivery models. To provide an integrated response to the recommendations from the report, the Combined Authority Board approved the establishment of the Bus Reform Task Force, which commenced work in early 2019. This recommendations from the review will be embedded within the Plan and these include:

- Establish an integrated framework to assess subsidy requirements;
- Identify and implement tangible short- term improvements to bus services; and
- Develop and examine the business case for alternative delivery options for bus services in Cambridgeshire and Peterborough.

In the meantime, this Plan supports the work of the Greater Cambridge Partnership, who are developing their 'Making Connections Project'. This aims to provide a competitive, comprehensive public transport network and reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels in order to improve journey times and reduce pollution. To this end, the Greater Cambridge Partnership has and continues to undertake wide-reaching public engagement and consultation on improvements to the public transport network; options for reducing congestion; and improving air quality, including running the UK's first Citizens' Assembly on transport.

Demand Management

Travel Demand Management (TDM) is an umbrella term for the application of strategies and policies to reduce travel demand, or to redistribute this demand in space, mode or in time. An effective TDM plan is based around four key pillars: the creation of capacity; the provision of genuine alternatives through a safe, integrated network; network management; and travel behaviour change solutions.

The use of a package of TDM measures can bring forward a number of benefits to the local community and will be investigated in specific locations across the region. It is essential that when any TDM project and associated measures are developed, due consideration is given as to whether they are appropriate to the environment and consider the various localised demographics, challenges, and issues.

For any TDM to be successfully implemented, it is important that the following success factors are taken into consideration:

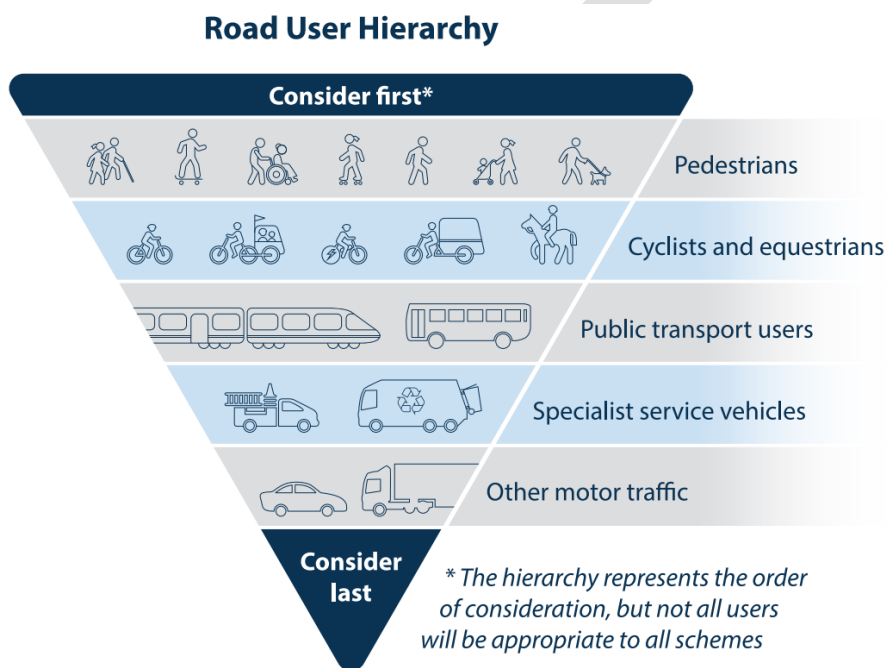
- Level of support and endorsement from public sector partners to provide the relevant leadership;
- A clear definition of the problem to understand the size of the challenge in the local environment;
- The provision of a range of alternative travel options;
- Due consultation and engagement when shaping the appropriate TDM scheme for the local environment;
- Quality of information provided to the audience must be of the highest quality, thereby ensuring trust and credibility in the process is maintained;
- Time and resources available to implement the programme; and

- The ability to track and monitor your impact, thereby able to make the necessary changes as lessons are learnt at the local level.

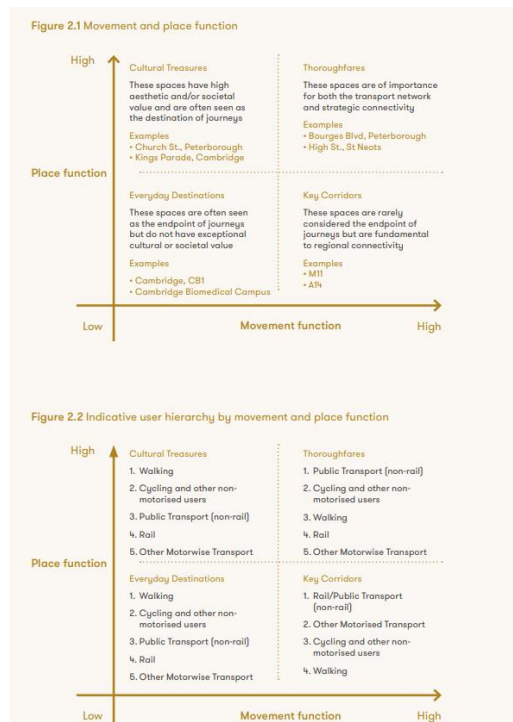
Shaping Our Investment

To assist in the development of new transport schemes, we utilise a user hierarchy that outlines how consideration will be given to the needs of different transport modes. The portfolio of transport schemes will be assessed against this Plan's vision and the six overarching goals of Productivity, Connectivity, Climate, Environment, Health, and Safety.

In the Hierarchy of Road Users, those at most risk in the event of an accident are at the top of the hierarchy. The hierarchy of users therefore helps to guide the planning and design of new developments, interventions, schemes, and proposed traffic management schemes.



In addition, consideration of both 'place' and 'movement' function will be used to identify the suitability of a given transport scheme within a specific location. An explanation of the relationship between place and movement is provided below along with an indicative user hierarchy for each of the four broad quadrants.



Different transport modes have different strengths and weaknesses, meaning that certain modes are appropriate for certain situations. The best transport networks enable a mix of modes to operate effectively aligned to the geographical requirements of an area. We believe that considering ‘place’ and ‘movement’ function as part of our user hierarchy is the best way to deliver a transport network that provides good connectivity, whilst preserving the localities which it serves.

Our Sustainable Growth Ambition Statement outlines that we recognise that the investment programme has six themes, all of which are anchored in the devolution deal. We aim to build up the capital stock of Cambridgeshire and Peterborough across the six dimensions of:

- **People:** building human capital - the health and skills of the population - to raise both productivity and the quality of life so that that people in our region are healthy and able to pursue the jobs and lives they want;
- **Climate and Nature:** restoring the area’s depleted natural capital and addressing the impact of climate change on our low-lying area’s special vulnerabilities, and encouraging businesses to come up with solutions;
- **Infrastructure:** from digital and public transport connectivity to water and energy, building out the networks needed to support a successful future;
- **Innovation:** building on our reputation for new thinking, new technology and new ideas in Cambridgeshire and Peterborough to ensure this area can continue to be one of the most dynamic and knowledge economies in Europe;
- **Reducing Inequalities:** investing in the community and building social capital to complement improved skills and connectivity as part of the effort to narrow the big gaps in life expectancy and people’s income between places;
- **Financial and Systems:** improving the institutional capital – the ways we work, organise, and fund ourselves - which supports decision-making and delivery.



The utilisation of this approach in prioritising spends and schemes, will require us and our partners to monitor more outcomes than simply GVA growth (data which is anyway only available from the ONS with a two-year time lag). We will track progress on outcome indicators such as the gap in healthy life expectancy, employment, land use for nature, CO₂ emissions, and earnings gaps – further information on this is provided within the Performance Section of the Plan.

MAJOR SCHEMES

This Plan is designed to be focused on meeting our overarching ambitions. In doing so, this LTCP presents a clear strategy for meeting our Productivity, Connectivity, Natural Environment, Climate, Health, and Safety goals which will need to be fulfilled if our ambitions are to be achieved.

Steps are being taken to ensure each goal is met and the following key schemes will be instrumental in the success of the Plan.



DRAFT

LOCAL STRATEGIES

DRAFT

OVERVIEW

Each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire, and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities, and patterns of growth.

Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities before they are able to proceed.

Each strategy is set out below, and includes:

- Summary of recent and planned growth, and local transport constraints;
- Progress and projects delivered to date; and
- Transport schemes to help deliver each strategy.

EAST CAMBRIDGESHIRE

Background

East Cambridgeshire is a largely rural district with a population of approximately 81,000, centred around the cathedral city of Ely to the north-east of Cambridge. Along with Ely, there are two other urban settlements – Littleport and Soham. Approximately 45% of the district's population live in these three settlements, with the remainder spread between approximately fifty villages and hamlets.

The district benefits from an attractive rural environment, including the special landscape and ecological value of the Fens, numerous historic villages, and the famous Anglican cathedral within Ely.

Ely forms the centre of East Cambridgeshire, acting as the district's main employment hub, and forming the key leisure, retail, and education centre. The district also has close connections to Cambridge. According to the previous Census, 21% of East Cambridgeshire residents commute to work in Cambridge. Many others work elsewhere, with only 40% of employed people who live in the district also working there. This trend is likely to have increased further and it is anticipated that the 2021 Census results will show this. Reliable, high quality transport links, in particular to the Greater Cambridge sub region are key to supporting the district's economy.

Recent Developments

Recent years have seen significant growth in East Cambridgeshire, with the population growing by 11% in the decade to 2017, greater than anywhere else in Cambridgeshire. Ely has been the focus for much of this growth and is strongly associated with the success of the Greater Cambridge economy. However, other than the recent construction of the Ely Southern Bypass and the new railway station at Soham, there has been limited delivery of major new transport links.

The *East Cambridgeshire 2015 Local Plan* sets out the district's proposals to grow by 11,500 dwellings and 9,200 jobs by 2031, typically focused on the fringes of the largest settlements of Ely, Soham and Littleport. This includes:

- 4,000 homes within Ely, including 3,000 at Ely North;
- 2,300 homes within Soham, focused on the eastern and southern edges of the town;
- 1,500 within Littleport; and
- 1,900 within smaller villages in East Cambridgeshire.

The development of a major employment site on the edge of Ely- Lancaster Way and the Leisure village present challenges in terms of encouraging active travel use to access these sites. It is important to have a combined land use and transport approach to ensure access is provided for all modes.

Transport Challenges

As with neighbouring Huntingdonshire and Fenland districts, East Cambridgeshire residents rely heavily on the private car for their journeys due to the lack of a high-quality public transport offer. Approximately 79% of trips to work within the district are made by private car or van. Other than the A14 to the south, highway transport is limited to a network of rural, single- carriageway A-roads such as the A10. These roads can suffer from traffic congestion, air pollution and safety issues for all modes, especially those associated with slower agricultural traffic and HCVs. Ely's historic city core suffers from localised congestion and significant HCV traffic, due to the routeing of these vehicles that undermines its attractiveness as a destination for tourism and shopping. In addition, certain areas of the city are not pleasant to walk and cycle within and through, therefore a careful balance is required between the need for access and retaining a thriving a diverse High Street.

Many of the district's rural roads have poor safety records, with a combination of high traffic speeds, mix of traffic types and substandard alignments leading to a higher-than-average number of serious and fatal collisions. High-quality walking and cycling infrastructure, particularly outside of Ely, is extremely limited. Within this rural district it has been and will continue to be difficult to adhere to the government's guidelines (LTN/120) due to the nature of the infrastructure (roads). This means that active travel is unattractive, thereby contributing towards greater levels of congestion from shorter car trips and a deterioration in local air quality.

East Cambridgeshire, and particularly Ely, is well-served by the rail network, with direct services to Kings Lynn, Cambridge, London, Norwich, Stansted Airport, Peterborough and the Midlands and the North West. However, some services, particularly on the Kings Lynn – Cambridge – London corridor especially during peak times, suffer from severe overcrowding. Whilst other services such as those to Ipswich are too infrequent (two hourly) and do not offer a genuine, realistic, and attractive options for many. In addition, the complex junctions north of Ely act as a key constraint on capacity and make it difficult to run additional train services for both passengers and freight. In order to truly realise the full potential of Soham Station, double tracking, and the provision of the Snailwell Loop is necessary to allow for direct hourly services to serve the community.

Regular bus services are limited to key corridors from Ely to Cambridge via Stretham and Waterbeach, to Newmarket via Soham and to March via Chatteris. However, services are particularly limited during the evenings and at weekends, reducing their ability to provide a genuine, attractive alternative to the private car increasing the sense of social exclusion and isolation for those without access to one. East Cambridgeshire does benefit from a range of community transport services, including flexible 'Dial-a-Ride' services and community car schemes. There is significant scope to create a more integrated, multi-modal transport network, with integrated ticketing, better and seamless connections, and interchange between modes.

Progress to date

Several major improvements to the transport network within East Cambridgeshire have recently been delivered, helping the district support growth and improve quality of life for residents. Completion of the Ely Southern Bypass in 2018 has eased congestion around Ely by better connecting Stuntney Causeway and Angel Drove. In addition, it significantly improved safety by removing the need for heavy commercial vehicles to use the railway level crossing and avoid an accident-prone low bridge. The key scheme was delivered through effective partnership working, with funding provided by Cambridgeshire County Council, East Cambridgeshire District Council, the Combined Authority and Network Rail.

However, in terms of other highways improvements aimed at relieving congestion and safety, so far only smaller and interim junction improvements have been delivered, largely on the A142 corridor, with more long-term solutions for this corridor under investigation.

Improvements have also been made to pedestrian access over the River Ouse, by constructing a new walkway attached to the bridge that faces towards Ely. This link provides connectivity between the Fen Rivers Way and Ouse Valley Way footpaths, providing a new circular walking route for residents and visitors to Ely.

Enhancements have been made to the Kings Lynn to Ely, Cambridge, and London rail route, with eight-car trains now in operation between Ely and Kings Lynn, facilitated by the completion of longer platforms at Littleport station. In addition, Soham Station opened in 2021 and will make rail travel easy for people in Soham and the nearby villages.

Our Approach

East Cambridgeshire, reflecting its rural geography and the lack of an integrated high-quality public transport and active travel network, remains heavily reliant on its highway network, particularly to travel between and within its towns, villages, and hamlets. Population growth, combined with increased long-distance commuting and a successful local economy, means that investment in tackling key 'pinch points' across the network is necessary. This alongside funding for sustainable transport, is required to reduce congestion, improve journey time reliability, and address the underlying safety and health concerns.

Capacity is most constrained on the A10, which links Littleport, Ely and Waterbeach to Cambridge. This route suffers from peak-time congestion that adversely impacts on all modes, as well as having a poor road safety record. We will prioritise investment to improve journey time reliability for drivers and freight movements and address safety issues for all modes along this corridor, particularly in relation to junctions and capacity. In addition, we will provide for a new high-quality segregated off-road facility for pedestrians, cyclists, and horse riders along the route's length from Ely to Cambridge. In addition, work will continue on the A142 capacity study, and we will work with partners to assess and develop potential solutions to the A14/142 junction.

This will be accompanied by investment in the parallel rail route, with the Ely Area Capacity Enhancement (EACE) scheme facilitating additional rail services to Cambridge, as well as additional services to Peterborough, Ipswich, and Norwich. We continue to work with Network Rail to deliver additional capacity through the Ely area for the benefit of passenger and freight services. The EACE project will help to deliver additional rail services, including to Cambridge, Kings Lynn, Peterborough, and Ipswich, and provide the capacity for any future services to Wisbech. The scheme should ensure more reliable journeys for all passengers whilst providing additional capacity for freight services between Felixstowe and Nuneaton, hence reducing the need for freight to be transported by heavy goods vehicles along the A14.

The benefits brought about the implementation of the EACE will be maximised by the double (twin) tracking of the Ely to Soham route. These two schemes will provide much-needed additional capacity, create new journey opportunities, and deliver faster, more frequent rail journeys for passengers, whilst maintaining highway access for residents and businesses in Queen Adelaide. These schemes form part of a rail package for the area that also includes the Snailwell Loop and Dullingham Loop.

Together with improvements to our rail network, we will explore how these services can be better integrated to provide a seamlessly integrated public transport network including improved timetabled connections, interchange facilities and common ticketing. These improvements in delivering an integrated and high-quality public transport network, will ensure that it genuinely acts as an alternative to the private car, allowing everyone to easily access employment, education or key services elsewhere and thereby reduce social inclusion. We also recognise the importance, in terms of accessibility, of ensuring public transport fares are affordable, so we will work with bus and train operators, as well as Local Authority partners to help deliver solutions for this.

A new Park & Ride provision on the A10 corridor at Waterbeach will link to central Cambridge and the North East Cambridge area. This alongside the relocation of the Newmarket Road Park & Ride site, will increase the capacity of the Park & Ride offer to the east of the city. These form part of the GCP's Cambridge Eastern Access proposals and will help to limit the impacts on Cambridge of car-based trips originating in East Cambridgeshire, by intercepting more of these trips before they reach the city. This is an important tool in reducing carbon emissions, assisting in our fight against climate change and ensuring that we meet the stated ambition of a 15% reduction in car mileage. However, East

Cambridgeshire District Council does not support Congestion Charging, Road Pricing, or a Work Placed Parking Levy.

To accompany improvements to our strategic transport links, we will prioritise investment in and support for our local public transport network, ensuring access of opportunity for all. Our proposals for the bus network, as set out in the Bus Service Improvement Plan (BSIP), will deliver frequent, reliable services along key corridors in East Cambridgeshire. These could include links to and between key conurbations such as Newmarket, Soham, Ely, March, Chatteris, Sutton, Ely and of course Cambridge.

We have and will continue to work closely with partners and East Cambridgeshire District Council to deliver their recently adopted bus services strategy. The New Bus Services for East Cambridgeshire prospectus sets out a series of proposed bus service improvements, which are a combination of new scheduled services, improvements to existing services and demand responsive transport services (DRT). Following the DRT trial in West Huntingdonshire the success, efficiency, viability, and cost effectiveness of the scheme will be assessed ahead of extensive extended rollout of DRT across East Cambridgeshire. This will be investigated and delivered if appropriate to improve connectivity to key destinations such as employment, education, health, retail, and other services. This will improve greater connectivity with transport interchanges on key corridors such as railway stations and public transport interchanges to ensure better connected communities are delivered across the district.

In relation to the above, we will continue to support localised community transport and demand-responsive services to provide improve accessibility for all. This will reduce social exclusion by providing access for those located in rural villages without access to a conventional bus service and those individuals without access to a private car.

It is our aim that these investments in public transport, will be supported by walking and cycling improvements to make longer- distance journeys to, from and within East Cambridgeshire quicker and more reliable. In addition, a safe, integrated transport network will allow residents new access opportunities to employment, health, leisure, and retail opportunities destinations to whilst supporting the region's overall growth aspiration and ambitions. Improvements to both road and rail will ensure that public transport continues to offer an attractive and viable alternative to the private car and reduce car dependency; whilst those whose journey is better suited to the private car will be able to travel on more reliable, less congested, and safer roads.

We will continue to investigate, develop, and deliver proposals for new, high-quality infrastructure that will be accessible for all, including pedestrians, cyclists, and horse riders across the East Cambridgeshire district. This includes such things as high-quality cycleways and safe crossings throughout Ely (such as the BP roundabout) and the main urban settlements, particularly in areas of planned housing growth. An example of this is a proposal for a new segregated route between Ely and Soham. It is important to connect the rural areas and villages with key services by upgrading existing links and providing new links where required. This focus on active travel and horse riders will help to make it a safer and more attractive option for local trips within and between our towns, villages, and hamlets. More journeys on foot and by bike will help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. We will achieve this through close, partnership working to ensure a link between the emerging Local Cycling and Walking Infrastructure Plan (LCWIP) and Active Travel Strategy.

East Cambridgeshire District Council has recently adopted a key strategy related to walking and cycling. The *East Cambridgeshire Cycling and Walking Routes Strategy* identifies new cycling and walking routes that will create better links to employment, learning, healthcare and wellbeing support, shopping, leisure facilities. The networks of routes will be focused on and around public transport hubs and town centres, to make cycling and walking the natural choice for shorter journeys or as part of a longer journey. In addition, the District Council has recently commissioned Sustrans to produce feasibility studies for a number of new cycle routes and to complete the Wicken to Soham cycle route. Feasibility studies will give a better understanding of the factors that need to be considered to successfully deliver the package of cycle routes.

Continued support for electric vehicles will ensure we deliver the aims and objectives of the East Anglian Alternative Fuels Strategy and ultimately help us to reduce carbon emissions thereby ensuring we continue to our drive towards net zero and improve the local air quality across the district.

Effective planning and provision of sustainable transport options for new developments, in conjunction with highway improvements where required, will help to promote healthy lifestyles, and improve air quality, while ensuring that the district continues to offer an outstanding quality-of-life. Connectivity with and to, the new railway train in Soham will help to support new developments by making the town a more attractive place to live, improving public transport links and offer a real alternative to the private car for residents.

Strategic Projects

North / South

The A10, and the parallel Cambridge to Kings Lynn railway line, form the main transport links between Ely and Cambridge. They enable travel between Fenland, East Cambridgeshire, West Norfolk, and Cambridge, and directly serve key centres on the northern fringe of Cambridge and on the routes themselves. The Cambridge Science Park and neighbouring innovation centres and business parks on the northern fringe of Cambridge are home to an exceptionally high-performing cluster of high-tech and knowledge-based businesses. Because of their position linking these employment sites to residential areas in Ely and beyond, the road and rail links are in high demand and therefore very busy, particularly at peak times when there is extensive congestion.

The A10 Ely to Cambridge Improvement project includes a package of transport measures and options designed to address these challenges, with the longer-term aspiration of reducing congestion, and therefore improving the efficiency and performance of the A10 between Ely and Cambridge for all modes of travel, whilst not detracting from achieving our climate change and net zero aspirations.

Improvements to the highway network through a series of enhancements to junctions, such as to the A142/Lancaster Way roundabout and the A142/A10 ('BP') roundabouts, will help to support employment development; for example, at the Grovemere and Lancaster Way Business Parks. As part of these works it will be essential to deliver the cycle/pedestrian crossing over the A10 near to the BP roundabout in order to make the Active Travel option attractive. These improvements, will provide a safe route for pedestrians, cyclists, and equestrians, helping to provide attractive alternatives to the private car. Some of improvements to the Lancaster Way and the 'BP' roundabout have already been delivered on an 'interim' basis, whilst further investigations are undertaken to understand how best to deliver a longer-term solution.

Further work is planned to prioritise specific capacity and safety improvements to the A142 corridor, where a high proportion of fatal collisions remain a local concern.

East / West

We will continue to work with Suffolk County Council and West Suffolk Council to investigate potential options for junction improvements at Exning, Junction 37, where the A142 from Soham and Ely meets the heavily congested A14, and at Junction 38, where the A14 and A11 (towards Norwich) converge. The congestion at these pinch points is not only a safety concern but also has knock- on impacts on journey time reliability.

Local Projects

Active Travel Improvements

East Cambridgeshire District Council's Corporate Plan 2021-2023 included a promise to champion and improve the strategic cycle and footpath network across the district. A list of priority routes has been developed so that the Council has a set of schemes that are ready to submit when funding becomes available.

The District Council sought the views of residents around where they would like to walk or cycle to but cannot due to a significant barriers including:

- The maintenance level of the infrastructure;
- Street clutter obstructing the footpaths;
- Insufficient street lighting; and
- There not being safe crossing points along the route.

In addition, supporting infrastructure such as cycle parking, adequate signage and promotion of existing routes are also needed to encourage people to use active travel across the district.

The *East Cambridgeshire Cycling and Walking Routes Strategy* was adopted in November 2021, with the District Council prioritising a number of routes and commissioning Sustrans to produce feasibility studies. These studies will enable the District Council, and subsequently the Combined Authority, to gain a better understanding of the potential barriers and an estimate of the total cost.

Once this work has been completed, we will endeavour to obtain further funding for feasibility studies for other routes and to implement the much-required infrastructure within the district in a timely and effective way.

Rail improvements

It is important that parallel upgrades to the level crossings at Queen Adelaide be provided as part of the EACE scheme, which will support the need to deliver additional rail services, while ensuring that road network access for residents and businesses in Prickwillow, Queen Adelaide and North Ely is maintained. The EACE has already been subjected to initial public consultation. Further development to the scheme and another round of public engagement is due in 2022. Subject to funding, a final round of public consultation will commence in 2023, before a Transport and Works Act Order is sought prior to its submission to the Secretary of State, currently proposed for 2024.

Ely

By far the largest housing allocation within the district is planned for the north of Ely, with approximately 3,000 homes at the Church Commissioners site to the east of Lynn Road and the Endurance Estates site between Lynn Road and the A10. To support the sustainability of this development, enhance accessibility and reduce transport related emissions, it is essential that reliable and frequent bus links are provided to and from the development, ensuring access to Ely city centre

and the railway station. This link must be aligned with the overarching public transport network and strategy to ensure a seamless integrated of the bus services. In addition, an extensive package of pedestrian and cycle links to connect the development to the rest of the city and key nearby local centres and services is imperative.

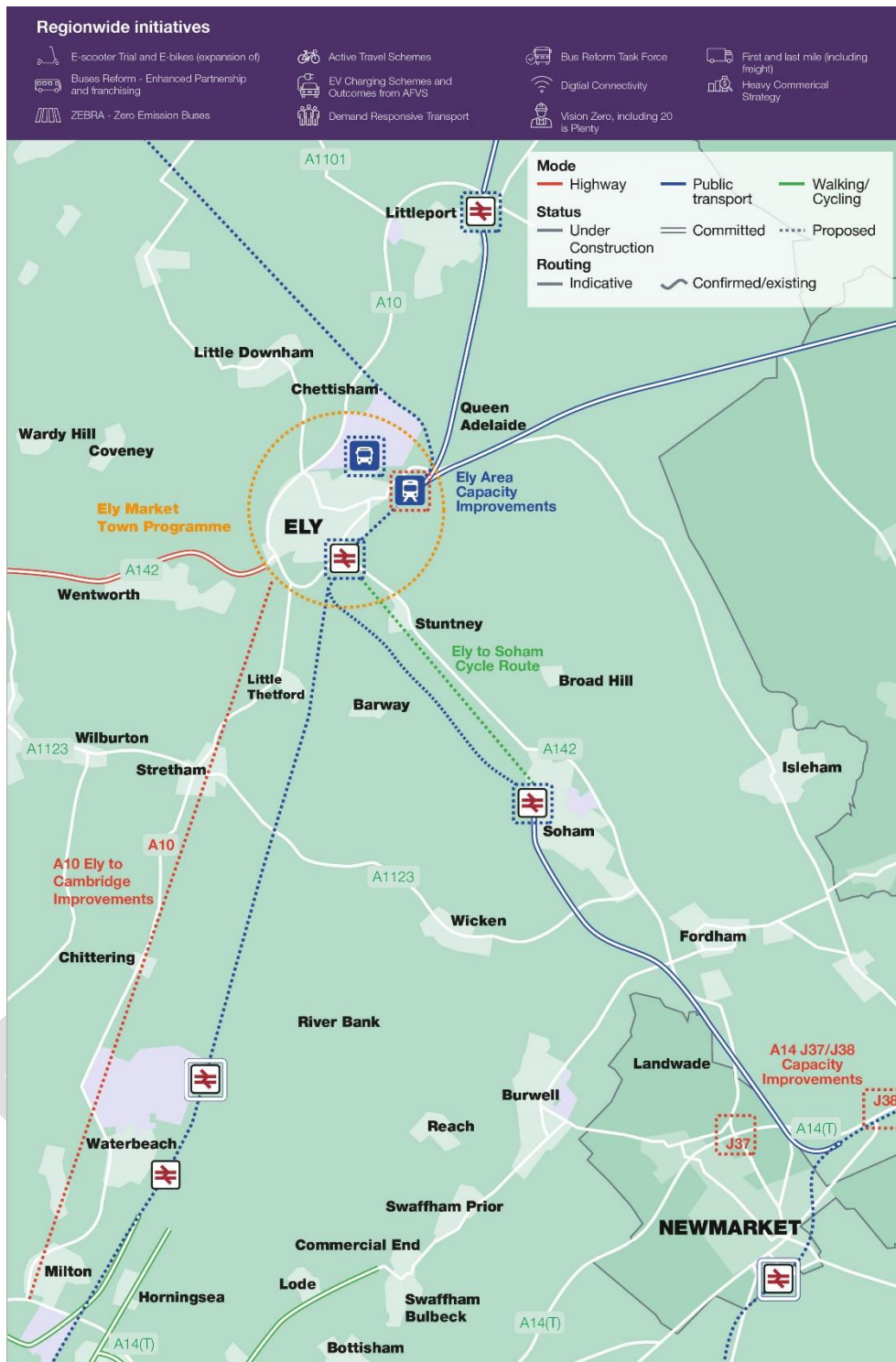
In addition to EACE, improvements are planned to public transport interchange facilities, pedestrian and cycle access and car and cycle parking at Ely Railway Station. These improvements aim to facilitate access to the rail network in the district, thereby improving residents' and visitors' ability to access key destinations.

North of the Ely North Junction, all three lines cross the B1382 at Queen Adelaide. Since increasing the number of trains will have an impact on traffic and safety at the level crossings, work has also been undertaken to assess highway investment options on the B1382 to mitigate the local impacts of unlocking the strategic benefits to the rail network to ensure that highway access to Queen Adelaide, and neighbouring settlements, is maintained.

Soham

Soham has also been allocated significant growth within the Local Plan, with 2,300 additional homes by 2031 concentrated on the southern and eastern edges of the town. Despite a population of more than 10,000, the town's railway closed in 1965, and public transport provision is now limited to infrequent rail and bus services.

Following the opening of a new railway station at Soham we will continue to lobby Network Rail for the doubling of the track capacity between Ely, Soham, and Newmarket. This will include the rebuilding the 'western curve' at Newmarket that is currently being explored for the longer-term which could support additional services, including direct to Newmarket and Cambridge.



FENLAND

Background

Fenland covers approximately two hundred square miles of Cambridgeshire. It is a rural, sparsely populated district with many diverse communities, each with different needs. Approximately 80% of the district's residents live within the four market towns of Wisbech, March, Whittlesey and Chatteris, with the remainder living in a number of small villages and hamlets.

Although Wisbech is the largest town in the district, March is also of notable size. Both are set to grow in forthcoming years. Wisbech and March both offer significant local employment opportunities and access to a number of key services, including education, retail, and leisure facilities. Travel patterns in Fenland are heavily influenced by the main sub-regional centres of Cambridge, Peterborough, and Kings Lynn. Growth in employment in the district has not matched workforce expansion and has resulted in significant out-commuting. Forty-five percent of residents in work commute outside the district, primarily to Kings Lynn and to Peterborough. Fenland's economy is more reliant on agriculture and food production than the rest of Cambridgeshire and Peterborough region. There are also areas across the local area with higher levels of deprivation, particularly in Wisbech.

Recent Development

Although the district remains relatively sparsely populated, Fenland has experienced considerable housing and population growth in recent years, growing by 8.7% in the decade up to 2017. Whittlesey, Chatteris and March have accommodated significant new house building, as have a number of villages including Doddington, Wimblington, and Manea. This growth is expected to continue into the coming years.

Fenland District Council adopted its Local Plan in 2014. This set out the district's proposals for growth, including 11,000 additional homes from 2011 to 2031. This includes:

- 3,500 in Wisbech, plus 550 on the eastern edge of the town within the Kings Lynn and West Norfolk council area;
- 4,200 in March;
- 1,600 in Chatteris;
- 1,000 in Whittlesey; and
- 1,200 elsewhere, predominately in smaller villages.

The *Fenland Local Plan* is currently under review with public consultation on a draft version due later in 2022. Based on the government's 'standard method' to calculate local housing need, in Fenland there is currently (as of March 2021) a need for 517 dwellings per year. Therefore, the overall housing need for the emerging Local Plan is expected to be in excess of 9,800 dwellings between April 2021 and March 2040.

Transport Challenges

As the region's most rural and economically deprived district, there is limited accessibility to services, employment, and education opportunities. A lack of integration between modes of transport constrains the local economy, hinders development, increases health inequalities, and has an adverse impact on the area's environment. The historic development of the district along the route of the River Nene means that outside the four towns, the population of the district is sparsely dispersed across a very rural area, characterised by small villages and hamlets. This rurality has led to a high dependency

on the private car, which can result in transport poverty for some families. Poor availability of public transport and limited active travel infrastructure across the local area can mean that there are no genuine, realistic alternatives to the private car and therefore those without access to one are isolated.

Twenty percent of residents have no access to a car and yet the proportion of journeys undertaken in the towns on foot or by bike is relatively low. This is due in part to the absence of high-quality walking and cycling infrastructure and high levels of accidents. This serves to exacerbate poor health outcomes that already exist within Fenland. Key indicators around life expectancy, obesity and physical activity are considerably worse for some parts of the district's population when compared to the rest of the region and the national average. In addition, access to employment, education, and key services for those who do not have access to a car is often limited, thereby having a detrimental effect on their mental health through a sense of social isolation and exclusion.

Increasingly the high dependency on the private car has led to fewer viable alternatives for even short journeys, resulting in a vicious circle whereby public transport provision has become less viable as demand decreases and active travel modes are less attractive due to the high levels of traffic, high accident rates and associated air pollution. Furthermore, increasing the dependency on the private car increases carbon emissions, the effects of which globally are likely to have a disproportionate effect on the district given its low-lying geography.

Whilst the Ely-Peterborough railway line passes through the district, Manea, March, and Whittlesea are the only stations for the region providing access to the wider region and beyond. March has an hourly service between Stansted Airport, Cambridge, and Peterborough (continuing to Birmingham), two hourly services to Ipswich and limited direct services on route to Norwich and services north towards Liverpool. These services offer good opportunities for commuters but, services in the early morning and evenings are less frequent, making it difficult to rely on for some journeys including travel to and from the airport and to access the evening economy. Whittlesea and Manea railway stations have approximately two hourly services. A previous audit of all Fenland railway stations identified deficiencies in the provision of facilities at each station in terms of general station information, access to the station and customer facilities at the station.

Bus services have declined significantly due to a reduction in financial support. Where they do exist, they are largely limited to the key corridors between towns and have a limited frequency that do not provide a genuine alternative to the private car in terms of convenience. Weekend and evening services are significantly reduced and make it difficult for those without access to a car to travel. Continual amendments and changes to timetables make it difficult for those who rely on bus services to continue their employment or for young people to access education and training of their choice.

Fenland Community Transport (FACT), operate dial-a-ride services five days a week linking to areas not served or poorly served by the bus network; however, at present there is limited integration between these services and the wider public transport network. This therefore acts as a barrier for those residents who are wishing to make longer journeys beyond the district boundaries (such as to Peterborough).

The lack of integration between different public transport options and services, coupled with inadequate or non-existent provision of high-quality walking and cycling infrastructure for the first/last mile links, limits the ability to provide a genuine alternative to the private car. This in turn makes it difficult for residents without access to a car to travel to key employment, leisure, educational and healthcare services, such as Peterborough City Hospital.

Fenland links to the wider national highway network by dual carriageway are very limited. There is a limited stretch of dual carriageway on A47 in the northwest corner of Fenland. The district's road network primarily consists of rural, single-carriageway A-roads. Several key junctions act as 'pinch points' on the network, especially in and around the towns. These suffer from severe peak-time traffic congestion impacting on all road users. Reflecting the low-lying Fenland environment, some routes suffer from regular flooding, such as North Bank near Whittlesey, and require specific maintenance due to being constructed on peat soils.

Progress to date

Since the previous adoption of the Cambridgeshire and Peterborough LTP in 2020, progress has been made on a number of key projects. We have already committed £9 million of investment into March, Manea, and Whittlesea railway stations to aid their regeneration. In addition to the number of smaller projects that have been delivered, such as new waiting shelters on platforms, additional cycle parking and new ticket machines, major improvement work has been undertaken at March railway station. This project has delivered an open-plan ticket hall and waiting area, accessible modern toilets, and retail facilities as well as an upgraded and extended car park. In addition, Manea Station will have a car park for the first time including more cycle parking and bus turning facilities.

The Hereward Community Rail Partnership, established in 2012, has continued to work to promote rail services between Ely and Peterborough, through engaging with train operating companies to improve services, and support station groups such as the Friends of March Station. Significant growth in the use of the Fenland railway stations has been achieved since 2012, with in excess of an additional 100,000 journeys per annum.

Fenland District Council adopted its *Walking, Cycling and Mobility Aid Strategy* in November 2021. Delivery of this strategy will see fundamental change in the ability to be able to walk and cycle in and around the towns, villages and hamlets across Fenland and increase accessibility between towns. This approach will enable significantly higher levels of walking and cycling whilst providing for successful integration with our public transport network.

It is well recognised that accessibility is a major transport challenge in the district and that this should be the focus of the emerging *Fenland Transport Strategy* (child document to the LTCP). The first step of identifying exactly where and what these challenges have been undertaken through an accessibility report. This forms the basis of the approach to address these accessibility issues, with a view to adopting a focused, localised Strategy.

The *Fenland Retail Study* (2009) and *Growing Fenland Strategy* (2019) identified March as one of Fenland's two major town centres, providing a range of facilities and services for an extensive rural catchment area. Currently March town centre does not function in a way that promotes resilience, diversification, and sustainable growth. This is due in part to significant severance and dislocation issues. Property values are well below regional and national levels, and development appraisals prepared by independent specialists show a consistent viability gap for residential, retail, and other uses.

Further public consultation on the March Area Transport Study (MATS) has been undertaken, ahead of the Outline Business Case. In November 2021, we unlocked further funding to allow detailed design work to be undertaken and for the full business case to be developed.

Infrastructure improvements are being delivered to better connect Fenland to Peterborough, the nearest major urban centre. The removal of the level crossing at Kings' Dyke that has long been the

cause of delays between Peterborough and Whittlesey, with a new road bridge replacement is well underway. All the major structures have now been completed and work has started on connecting the new road to the existing network. The scheme is on track to be completed by the end of 2022.

Since 2014, several significant improvements, including allocating £10.5 million for a package of improvements to the road network in and around Wisbech to help stimulate sustainable housing and economic growth. In addition, £1.5 million has been approved to fund a study into a potential future rail link between Wisbech and March. The investment to improve March, Manea, and Whittlesea railway stations included funds to allow for 70 new solar powered 'cats eyes' providing an illuminated walkway to Whittlesea railway station.

Our Approach

Improving accessibility to and within Fenland by all modes and for all people is central to our overarching Strategy for Fenland. Better links to key service centres such as Peterborough, Greater Cambridge, Kings Lynn, and the rest of the country will make Fenland a more attractive place to live and work. This will also create new opportunities for residents to travel to employment, retail, leisure, education, or training elsewhere. We will look to support the investment in infrastructure with a simultaneous push to making transport and travel choices more accessible for residents in Fenland, many of whom either cannot travel easily or need help and encouragement in using these travel choices. Connectivity to the transport network, both physically and in terms of accessibility for all users is a primary area in need of development in Fenland.

Reopening the link by rail or autonomous vehicles to Wisbech will transform accessibility to and from the town. This will ensure residents and businesses in Wisbech are able to reach Cambridge in approximately 45 minutes through seamless integration with other public transport services allowing access to the opportunities across Greater Cambridge. In addition, we will continue to progress our ambition for Wisbech Garden Town and this link forms a fundamental component of this scheme's delivery.

A package of improvements to the A47 between Peterborough, Wisbech and Kings' Lynn, including much-needed upgrades to junctions and interchanges are necessary to increase accessibility across the region.

In the longer-term, we will continue to explore the case to increase capacity on the A47, further reducing journey times and reliability as well as address safety for all road users including commuters and freight. Local junction improvements within Wisbech as part of the Wisbech Access Strategy will help to relieve congestion, provide additional highway capacity for the benefit of all users. These will be delivered along with bus, walking, and cycling improvements to support the town's sustainable growth.

Key to the successful delivery of the strategy is a more integrated, seamless public transport network that provides a genuine alternative to the private car and allows access to employment, education, retail, and social opportunities. In line with the recommendations of the Bus Reform Review and the Bus Service Improvement Plan, the plan for the bus network includes the continued support for our key interurban routes between Wisbech and Whittlesey, March, Chatteris, Peterborough and King Lynn. We will work in partnership with operators to review levels of service at evenings and weekends to increase the levels of accessibility across the district.

Support for community transport within Fenland will continue and the potential for Demand-Responsive Transport (DRT) to seamlessly connect with core inter urban bus services will be explored and implemented where appropriate. We support and will seek to improve the integration with a

future DRT scheme, the FACT Community Transport network, and Fenland Car Schemes to effectively provide the vital links with rural hamlets and villages that are not directly served by the bus network.

We will work to ensure that it is easier for passengers to make journeys involving a combination of bus, DRT, rail, community transport, and active travel modes through seamless integration between modes. New rural travel hubs will offer improved interchange between transport modes, acting as a gateway to our public transport network, combined with better integrated ticketing and timetabled connections. This will help ensure that residents can travel easily to destinations without having to rely on a car and will simultaneously reduce pressure on our highway network.

New, high-quality active travel infrastructure will be developed across Fenland and along upgraded highway corridors and linked to new developments. This network will help to make walking and cycling a safer, more attractive option for local journeys. Moreover, we will seek opportunities to improve interchange between public transport and active modes, particularly for first/last mile trips and short-distance journeys within and between Fenland market towns and villages. Our approach will realise the benefits of the emerging *Fenland Transport Strategy* and the *Active Travel Strategy*.

We will continue to pursue the Travel Champion and Travel Buddy schemes, along with other 'softer measures' such as travel planning that are aimed at helping to encourage and support users who may feel less confident about using public and community transport options. This will help to reduce connectivity and accessibility issues within the district, but also maximise the investment in the new transport infrastructure.

It is recognised that active travel modes are more difficult in the rural areas of Fenland; however, by supporting and providing the high-quality infrastructure for these modes it is hoped that more journeys will be undertaken on foot and by bike. These improvements will be implemented on new and existing corridors, focusing particularly in addressing the missing links within the rural network. These will help to alleviate traffic congestion that is found in the towns, whilst also helping to improve air quality. In addition, these improvements will allow those without access to a car – such as teenage children – more independence and opportunity to travel to key destinations. The implementation of the *East Anglian Alternative Fuels Strategy*, in partnership with local districts and national government, will help to reduce carbon emissions towards net zero and improve local air quality. These will need to be supported by supplementary measures aimed at encouraging and supporting use, such as the Travel Buddy and Travel Champions schemes.

Strategic Projects

East / West Corridor

The A47 is both a nationally and internationally strategic link. It forms part of the TEN-T Trans European Network Route, making it a part of the European Union's strategic transport network. Nationally, it is a key route into East Anglia, connecting Norwich and Norfolk with the East Midlands and the A1, and therefore carries a significant number of heavy commercial vehicles.

At a local level, the A47 allows for local movements and direct access between Peterborough, Wisbech and Kings Lynn. Therefore, the A47 acts as a key commuter route for people travelling to and from these key destinations.

The long-distance regional trips (and particularly heavy commercial vehicles) generate a consistent flow of traffic along the route, and when this is mixed with localised commuter traffic the network comes under substantial strain and congestion is common. This is particularly common on the approaches to key junctions such as the A47 / A1101 Elm High Road Roundabout. The high proportion

of heavy commercial vehicles travelling along the single carriageway section between Thorney and Wisbech creating an unsafe environment for all road users as some vehicles cannot overtake safely which in turn can lead to increased driver frustration and risk taking.

To address these issues, we continue to work with National Highways to assess the viability of the A47 dualling/capacity improvements proposal between the A16 Peterborough and Walton Highway, whilst continuing to assess the viable alternative routeings for active travel modes along and across the corridor.

Wisbech Rail

Construction of a new link to Wisbech will transform accessibility of the town. Options for rail, ultra-light rail, and other high order transit such as tram/Light Rail Transit and Bus Rapid Transit are being considered. Residents and businesses in Wisbech would benefit from being able to reach Cambridge directly, connecting them to the opportunities within Greater Cambridge, including well-paid, skilled roles in the knowledge economy, retail, leisure, education and training opportunities at the University of Cambridge, Anglia Ruskin University and Cambridge Regional College. It will also play a key role in supporting the ambition for Wisbech Garden Town, helping to secure the viability and delivery of additional development.

Local Projects

Fenland Station Regeneration

Significant elements of the package of planned enhancements to railway stations within Fenland at Manea, March, and Whittlesea will be completed. Further work is required at all the stations. For example, short platform lengths currently prevent longer, higher capacity trains from calling at the stations, as well as reducing the frequency of trains able to stop. In addition to platform lengthening, we will fund station enhancements to improve the quality of station and waiting facilities, as well as improving access to, from and at the stations, following continued engagement with the Hereward Community Rail Partnership. A pedestrian bridge for Whittlesea Station will enable people to catch trains and link to the industrial area from the town when the level crossing is closed.

Wisbech Access Study

The Wisbech Area Transport Study (WAS) is a three phased package of multi modal transport schemes aimed at delivering growth in and around the town. The schemes aim to address congestion, safety concerns, active travel provision and resolve challenges of a transport network that interfaces with a river at key junctions, and with limited crossing opportunities.

- Three initial schemes contained within the WAS are the A47/A1101 roundabout improvements, the A47 Broad End Road junction improvements and the A1101/Weasenham Lane junction.
- We support the development and implementation of two A47 schemes located in Norfolk as these have significant importance to Wisbech and Cambridgeshire along with the A47 corridor due to the east-west nature of the route.

The medium-term phase of WAS focuses specifically on Wisbech and unlocking its potential across a range of modes.

- Freedom Bridge roundabout and the adjacent bus station will see improvements for walkers, cyclists, bus services and road users. There is potential for wider economic growth and regeneration proposals in these locations.

- Improvement schemes along Cromwell Road will open significant opportunities for Wisbech whilst generating a modern and improved gateway into the town from the west.

The third phase of WAS focuses on strategic traffic and unlocking the potential for Wisbech by removing traffic from its centre allowing for greater use of active travel modes. This will include:

- The provision of re-routeing opportunities (especially for business access);
- Quicker journeys for longer distance traffic that currently must use the centre of the town; and
- The western industrial link road is a key component of delivering the sustainable growth strategy for Wisbech.

For the medium- and longer-term phases, further feasibility and development work will be needed before firm opportunities for delivery funding are known.

March Area Transport Study (MATS)

MATS identifies a number of locations in and around the town where transport interventions were needed to address existing congestion problems, missing active travel links and to provide capacity for future sustainable housing and employment growth.

An online public consultation on proposals was held in May 2020 with subsequent approval for further funding being made by the CPCA to move to Outline Business Case/preliminary design.

The MATS study contains five schemes:

- A141/Peas Hill roundabout capacity improvement, in conjunction with a developer funded and delivered roundabout at the junction of A141/Hostmoor Avenue;
- A141/Twenty Foot Road junction, introduction of traffic signals;
- Broad Street/Dartford Road/Station Road junction, replacement of traffic signals with a mini roundabout and converting Broad Street to a single lane in each direction;
- Development of a Northern Link Road between Hundred Road/Melbourne Road in the south and Longhill Road to the north; and
- High Street/St Peters Road upgrade to existing traffic signals.

MATS will deliver nine minor schemes specifically focused on improving the safety for March residents. In addition, a pedestrian and cycling strategy will be developed and implemented in town, with in excess of ninety possible interventions identified to improve the environment for pedestrians and cyclists.

Community Rail Partnership and Local Rail Improvements

The Hereward Community Rail Partnership (CRP) provides a local voice for the community to have their say on issues relating to railway. The CRP works to ensure that there is strong awareness of railway services locally and more widely through promotion and events.

Before the Covid-19 pandemic, the Fenland railway stations had seen significant growth in usage with over 100,000 additional railway journeys each year. The CRP lobbies for railway service improvements and has played a key role in the delivery of the two hourly service from Manea, the additional Cross-Country services that stop at Manea and the extra Norwich – Liverpool services which stop at March.



GREATER CAMBRIDGE

Background

Greater Cambridge includes both the city of Cambridge and the surrounding district of South Cambridgeshire and has a combined population of approximately 306,000 people. The Greater Cambridge area is important to the national economy and includes the historic, city centre; two world-class universities; internationally renowned high-tech research, innovation, and science parks (including the largest centre of medical research and health science in Europe: the Cambridge Biomedical Campus); and more than one hundred rural hamlets, villages, and three new towns under development.

Cambridge itself forms the centre of the region, with a population of approximately 141,000 people. It includes a city centre with an extensive retail, leisure and tourist offer, two universities, and a number of large employment sites. Many residents cycle or travel by public transport to work: 52% of people cycle at least once a week, greater than any other Local Authority area in the country.

South Cambridgeshire, by comparison, is a predominately rural district, comprising over a hundred villages and hamlets of a variety of sizes and with varying degrees of connectivity by public transport and active modes. There are also four new settlements under development. Cambourne is the most established, a new settlement located ten miles west of Cambridge. Northstowe, a new town located five miles north-east of Cambridge, is in development and due to grow to accommodate approximately 10,000 homes, whilst a new town north of Waterbeach of 11,000 homes has planning permission and early work has started. A new village at Bourn Airfield of around 3,500 homes is also proposed for development.

Aside from the cluster of biotechnology and science parks located in South Cambridgeshire, including the Cambridge Science Park, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, the area predominately looks to Cambridge for employment, shopping, leisure, and major services that complement those located within the district or market towns just outside. 23,400 South Cambridgeshire residents commute to work in Cambridge, compared to 23,800 who work within the district itself.

Recent Developments

Greater Cambridge has grown significantly over the last two decades, with more businesses choosing to locate in the area. This has put pressure on the area's transport infrastructure. According to Cambridgeshire County Council's 2018 population estimates and forecasts, Greater Cambridge's population has increased by 12% over the past ten years, while property prices have increased by more than 64% between 2011 and 2021. Greater Cambridge is now one of the most unaffordable places to live in the country, with average house prices more than ten times average local earnings in 2021. This has the potential to undermine quality-of-life and the region's attractiveness as a place to live and work. Recent growth has seen the historic development pattern of Greater Cambridge change significantly in recent years, with Cambridge emerging as the heart of a rapidly growing, polycentric city region.

Historically, employment and economic activity in the city was focused around the city centre but beginning with the construction of the Cambridge Science Park in 1971, development has increasingly occurred on the city 'fringe'. Partly reflecting the constraints on land for development in and around

the city centre 's historic core, Cambridge's development and employment has become increasingly decentralised, with existing and planned employment and leisure activity focused within six key areas;

- Cambridge City Centre;
- Cambridge Station, CB1 and Hills Road;
- Cambridge Biomedical Campus and 'Southern Fringe';
- North East Cambridge, including Cambridge Science Park;
- West Cambridge and North West Cambridge (Eddington); and
- Cambridge East.

Collectively, these sites account for 63% of all jobs within the Cambridge urban area, and 40% of all jobs within Greater Cambridge. Growth in the Cambridge urban area, as proposed through the 2018 Cambridge and South Cambridgeshire Local Plans, is largely focussed in these areas, which benefit from agglomeration and good labour market accessibility.

Both Cambridge and South Cambridgeshire have plans to meet identified development needs, which will require continued investment in the region's transport network to provide the capacity, connectivity and accessibility required. More than 33,500 homes and 44,000 jobs are expected to be delivered by 2031 under both districts' adopted 2018 Local Plans, where the most sustainable locations are prioritised first for growth. Housing growth is proposed under the Plans from 2011 to 2031:

- In the existing urban area of Cambridge (6,800 homes);
- Within defined fringe sites on the edge of Cambridge, and sites proposed to be released from the inner Green Belt boundary (e.g., at North West Cambridge) (12,700 homes);
- Within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach (8,100 homes); and
- Lastly within identified villages (8,200 homes), reflecting the difficulty in achieving sustainable growth in these locations.

In 2014, the Greater Cambridge area negotiated a City Deal with government, delivering up to £500 million of grant funding to invest in projects to support future sustainable growth as outlined in the 2018 Local Plans. The City Deal recognised the region's national importance and provided funding to address several key constraints to growth – particularly the transport network. The Greater Cambridge Partnership was established to plan and deliver the City Deal. Its Board comprises a representative from each of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the University of Cambridge, and the business community.

Looking to the longer-term post-2031, the two Local Planning Authorities are preparing a joint Local Plan for Greater Cambridge which will consider the development needs for homes and jobs to 2041. The emerging plan directs development to where it has the least climate impact, where active and public transport is the natural choice, where green infrastructure can be delivered alongside new development, and where jobs, services and facilities can be located near to where people live to reduce reliance on the private car.

The Combined Authority is working closely with the Local Planning Authorities, Greater Cambridge Partnership, Cambridgeshire County Council, and other relevant partners to deliver a world class transport network in Greater Cambridge. Our partnership working here seeks to ensure that the adopted and emerging development strategy is supported by effective and sustainable transport policy and infrastructure. This includes supporting the potential role of a sub-strategy for the Greater Cambridge area, that would update the previous Transport Strategy for Cambridge and South

Cambridgeshire that was prepared in parallel with the 2018 Local Plans under a previous Local Transport Plan and. The strategy will form a 'child' document to this Plan.

Transport Challenges

Supporting growth presents a unique challenge for Greater Cambridge. There is a clear need for an ambitious approach to significantly increase transport capacity to shift current trips to sustainable modes as well as support additional trips from new residents, while tackling congestion on the highway network and creating more attractive, less car-focused places to live and work. Tackling congestion was identified in the City Deal as a key barrier to growth. The Greater Cambridge Partnership aims to reduce traffic by up to 15% on 2011 levels, equivalent to taking one in four cars off the road compared to today's traffic flows. Commuters into Cambridge by car spend on average a quarter of their journey time stuck in traffic, with significant implications for their productivity and wellbeing.

Furthermore, the impact of this increase in the number of people making journeys in the area will have a detrimental impact on the environment if not accommodated sustainably. Air pollution is linked to diseases such as cancer, asthma, dementia, heart disease, stroke and diabetes and contributes to over one hundred early deaths in Cambridge and South Cambridgeshire each year. The toxic pollutant nitrogen dioxide (NO₂) has breached legal limits for human health on Drummer Street, Emmanuel Street, Regent Street and St Andrew's Street in Cambridge. In addition, transport causes almost half (45%) of our local climate-warming carbon emissions - more than any other source. Cambridge City Council, Cambridgeshire County Council and South Cambridgeshire District Council have pledged to reach net zero carbon in the coming decades. Without action, the number of car journeys may rise by up to 50% by 2031, impacting on local air quality and health outcomes, and potentially threatening the region's quality-of-life. Cambridge is a historic city, and simply providing additional highway capacity to support growth does not form a viable or attractive option.

To address the current congestion and environmental problems, accommodate new growth and address the climate emergency we need to make sustainable transport a more attractive option than the private car for many more journeys. To do this, we will need to significantly invest in the barriers that we already know prevent people using public transport or walking and cycling, as well as discouraging car trips where these could be made by other means.

Extensive public engagement has shown that reliability, speed, and frequency of public transport are all key barriers to encouraging more people to use bus services. The high cost of public transport is also often cited as a deterrent to people making the switch from private car, especially when balanced against the cost and availability of car parking. Congestion means that many bus services are comparatively slow, particularly on routes into the city, leading to poor reliability that can mean that users do not feel they can rely on the bus to travel to work or access essential services.

Bus operators highlight traffic congestion as the most important issue affecting the efficiency of operations and relative attractiveness of services. In Cambridge for example, the average speeds on roads entering the city during peak hours is less than 60% of free flow speed. Vehicular tracking data from buses identified that on routes serving central Cambridge 21% of services left their origin destination late. Competition for road space between public transport, private vehicles and non-motorised users results in delays for everyone. Accessibility to bus services can be problematic even within the city with routes largely run along radial corridors into the city centre and often not penetrating major destinations and employment sites.

Due to high housing costs within the city, there is an increasing number of people who reside outside the city and travel in for employment. Services from these towns and surrounding rural are often infrequent or non-existent, with services limited at evenings and weekends, undermining the ability of the public transport network to compete with the private car.

During the pandemic, traffic levels in Greater Cambridge fell significantly, demonstrating significant benefits for bus reliability and speeds, as well as creating safer and more pleasant environments for active travel. Recent data suggests that traffic levels are now returning to near pre-pandemic levels, with clear peaks in the morning and evening, even as significant levels of home-working continue. Bus patronage has not recovered at the same rate. Without action, trends around increasing congestion and pollution are likely to continue in the area particularly given predicted levels of growth.

Historically, Cambridge has a proud tradition of active travel. The city is unique in this country in having a very significant level of cycling, with the 2011 Census revealing that 29% of journeys to work were made by bike. The topography of the area lends itself to cycling and where safe infrastructure is provided there is strong evidence that people will commute much further by bike than traditionally assumed. Different types of bike, such as e-bikes and cargo bikes, are also expanding the range and nature of trips that people are making.

Significant investment has already been made in improving infrastructure for active travel across the city in recent years, with bold steps taken to prioritise non-motorised users over vehicular traffic. During the pandemic, many more people turned to cycling, revealing a hidden demand for more journeys to be active. However, we know that there are barriers to people undertaking more journeys by active modes.

A GCP consultation in 2021 revealed recurring themes for both walking and cycling that would help support people to use these modes more often, all of which were linked to safety and the interaction with traffic. The top three changes that would support people to walk or use mobility aids more often were safer routes, less traffic, and direct routes. The top three changes that would encourage people to cycle more were more segregation, safer junctions, and quieter routes.

The challenge of increasing the use of sustainable transport is in large part due to the priority given to private vehicles over sustainable transport modes. Although through traffic has been banned from the city centre for many years, there remains a number of key routes into and around the city where private vehicles and sustainable transport compete for limited road space. Furthermore, the cost and availability of parking can determine whether people choose to leave their car at home. Although public car parking in the centre of Cambridge is priced to encourage commuters to use Park and Ride sites on the edge of the city, there is still a considerable stock of private car parking spaces. Similarly, residents' parking schemes exist in several areas but there remain many streets where parking is freely available. Neither of these situations provides a deterrent to people driving into the city, even if they could use sustainable transport.

Progress to date

In 2020, the Greater Cambridge Partnership unlocked up to a further £400m to deliver its programme following a government review of its progress since the initial £100m investment in 2015. Recognition was given to the significant success and progress made on plans for sustainable travel into and across the city. This successful review has enabled the GCP to continue with its plans to significantly enhance the sustainable transport network, including through provision of four segregated public transport and active travel corridors, public transport, and active travel improvements on key radial routes into the city, as well as the network of Greenways and cross-city cycle improvements.

In 2021, the GCP completed the Histon Road scheme providing better bus, walking, and cycling facilities for those travelling on this busy key route into Cambridge. Phase 1 of the Chisholm Trail also opened to the public at the end of 2021, including the new Abbey-Chesterton bridge, providing walking, and cycling links between Cambridge North Station and Coldham's Lane. Work is now turning to the more detailed design of Chisholm Trail Phase 2 which will connect Coldham's Lane to Cambridge Station and Clifton Road. The GCP has completed four cross-city cycling schemes to improve key routes within the city, improvements to the A10 cycleway to Melbourn, as well as a range of early improvements on key schemes including phase 1 of Cambridge South East Transport and Greenways 'quick wins'. Work will commence later in 2022 to improve infrastructure for pedestrians, cyclists, and buses on Milton Road.

Considerable progress has been made on the development of all four of the flagship public transport and active travel schemes since the previous LTP was adopted. All four corridor schemes have undergone further public consultation to advance the business case of each. The status of each is as follows:

- *Cambourne to Cambridge.* In July 2021, the GCP Board approved the Outline Business Case for the scheme and gave approval for the project to advance to the next stage of the application process by commencing work on the Environmental Impact Assessment. The consultation on the EIA will take place in Summer 2022.
- *Cambridge Eastern Access.* In July 2021, the GCP Board approved the Strategic Outline Business Case (SOBC) for the scheme, which confirmed that there is a strategic case for the project. Following this, a consultation was held in late 2021 on the preferred options for public transport, cycling and walking on Newmarket Road, as well as initial plans for the Park and Ride site relocation.
- *Cambridge South East Transport.* Implementation of road safety, walking, cycling and horse-riding improvements along the A1307 has already begun under Phase 1 of the scheme. The GCP Board approved work on the next phase of the project, working towards the submission of a Transport and Works Act Order in late 2022/early 2023.
- *Waterbeach to Cambridge.* Following on from a consultation on initial options, the GCP Board approved the Strategic Outline Business Case for the scheme in July 2021. Work is now focused on developing preferred options for the route alignment.

The GCP is taking forward twelve Greenway routes, linking communities around Cambridge to the city through provision of new and improved active travel infrastructure. Consultation has been undertaken and budgets for all twelve Greenways have now been approved, with each Greenway now moving to a more detailed design phase. The technical design for 11 of these Greenways will be subject to engagement through 2022 with delivery to begin in 2023. The Linton Greenway has already started construction as part of phase 1 of CSET.

A number of 'quick wins' have been delivered, including road resurfacing, improvements to junction safety and new crossing points, both within Cambridge but also within and between villages in South Cambridgeshire. Preliminary design is currently underway for a two-way cycle path along the north side of Madingley Road, between Eddington Avenue and Northampton Street.

Cambridgeshire County Council has continued to deliver the schemes secured through its successful bid to the Department for Transport's (DfT) Cycle City Ambition Fund, the aim of which was to provide separate cycle lanes on the main roads in Cambridge and to create good quality cycle links to employment areas in Cambridge and South Cambridgeshire. This includes the newly opened bridge in Chesterton which forms an integral part of the Chisholm Trail.

The first Dutch-style roundabout in the country was opened at the Fendon Road/Queen Edith's way/Mowbray Road junction in 2020, giving equal priority to cyclists and pedestrians as motor vehicles through an innovative design. Since the previous LTP was adopted, the Covid-19 pandemic has had an unprecedented effect on the way people travel around in Greater Cambridge. In response to the initial wave of the disease, steps were taken within Cambridge to make it easier for people to walk and cycle around the city and to maintain social distancing. This was done through a series of experimental traffic management measures which closed various streets to through motor vehicle traffic. Following the trial period, the County Council as highway authority has decided that all the trials should be made permanent.

More widely, various schemes have been delivered to encourage uptake of active travel. This includes an e-scooter trial in Cambridge as well as e-bike hire and an e-cargo bike scheme to give residents and businesses the opportunity to try these out.

Alongside improvements to sustainable transport infrastructure, the Greater Cambridge Partnership has continued to develop proposals to significantly improve bus services across the Cambridge travel to work area, encourage uptake of active travel, and identify a mechanism to create space and raise revenue in order to deliver these improvements. In autumn 2021, the 'Making Connections' consultation set out proposals for an improved bus network and explored measures that could be delivered to create space for walking and cycling, alongside improving bus speeds and reliability, and options for raising money to pay for improvements to the transport network.

The first steps towards a move to cleaner buses has been made through a successful bid to the Department for Transport for a grant towards thirty new zero emission double decker buses which will come into service in 2022. The £4.295m grant forms 26% of a partnership between the Combined Authority, the Greater Cambridge Partnership, and a local operator. The buses will operate on the Park and Ride and Citi2 routes and will also include in-depot charging and charging infrastructure at one Park and Ride site. This follows an initial pilot of 2 electric buses operating in the city co-funded by the GCP and Stagecoach.

A number of schemes being advanced by other partners which connect the city to the wider strategic rail and road networks have also made progress since the last LTP was adopted. Plans for the new Cambridge South Station have been progressed through the statutory processes with a public inquiry held in early 2022 and a decision is anticipated later in the year.

The upgraded Huntingdon to Cambridge A14 opened in May 2020, delivering twenty-one miles of new and upgraded road, as well as improvements to connections for cyclists, walkers, and horse riders. The other major highway scheme in this area – the A428 Black Cat roundabout to Caxton Gibbet scheme - has been subject to public examination and a decision is anticipated in summer 2022.

Our Approach

Our strategy for addressing the transport challenges that the Greater Cambridge area faces involves transforming the sustainable transport offer, so more people choose to travel by public transport, cycling and walking and fewer by car. In doing so, we will be flexible and responsive to changing patterns of mobility and technology, and improve accessibility to jobs, services, and leisure opportunities for all our residents.

The public transport network needs to be quicker, more reliable, and convenient than the private car. To do this, it is essential that the whole journey is considered, and an integrated, and high-quality

public transport system is provided, which seamlessly connects with other modes for the first and last mile. It also needs to be able to compete on cost.

Figure x (add in GCP future Network Map 2030) illustrates the GCP's Future Network 2030 vision and includes wider strategic infrastructure being delivered by other bodies. This includes a new railway station serving the Cambridge Biomedical Campus and the introduction of a completely new railway line into Cambridge from the west as part of East West Rail. Building on this, the vision shows a significantly improved bus network, linked to a number of travel hubs. Integral to this network will be four segregated corridor schemes designed to offer better public transport and active travel routes to the west, north, east and south east of the city. These routes have been identified as essential to linking the growing communities along each corridor, including Cambourne and the new town north of Waterbeach as well as large employment clusters at West Cambridge, North East Cambridge, Cambridge Biomedical Campus and Granta Park. In addition, it sets out a strategic network of greenways and city cycling improvements for non-motorised users which will provide the backbone of a comprehensive network of infrastructure for active travel that stretches outside the city.

This framework provides the basis for a transformed public transport network that will better connect the places where people currently live and work, as well as encompassing the new and growing areas. This will include more rural connections as well as new routes into employment centres, coupled with more frequent services and longer operating hours. Figure x (add in GCP Future Bus Network map) illustrates the Future Bus Network 2030 and shows how contemporary Cambridge with its polycentric employment sites, railway stations and Park and Ride sites will be better connected to the surrounding rural areas.

Travel hub capacity will be enhanced to enable people to join the sustainable transport network further from Cambridge. The travel hubs will link up bus, cycling (including facilities for e-bikes) and walking networks and capacity enhancements to the Park and Ride provision. This will see an additional 10,000 Travel Hub spaces provided through the extension of existing sites and the addition of new sites along key corridors. This additional ring of Travel Hub sites will be seamlessly integrated into the surrounding local transport networks, acting as travel hubs with high-quality interchange between local bus and demand-responsive services, together with the walking and cycling network.

To genuinely be able to compete with the private car, services in rural villages will have longer operating hours and higher frequencies. This may include a core, rural service, and a move towards demand responsive transport such as the TING service being trialled in west Huntingdonshire and will be better connected to railway stations and travel hubs to facilitate onward journeys. Towns and larger villages will have substantially improved services of higher frequency and longer operating hours, some of which would be express services, substantially improving journey times. In Cambridge this would mean more direct services between employment sites, residential areas and local shops and services, and more journeys to the key traffic generators including the hospitals operating as a turn up and ride service of less than ten-minute intervals. This revised network will be complemented by an extensive set of demand responsive transport services that will be focused to address the gaps in the public transport network. Work will also be undertaken to consider how fares could be reduced to attract more people to use the bus.

However, additional services, improved infrastructure and better connections alone will not convince people to leave their car at home if the bus still gets stuck in traffic, the fare is too expensive, or they feel intimidated by traffic when cycling or walking. To truly make public transport a realistic alternative, priority needs to be given to buses so that they do not get stuck in the same congestion as cars. They also need to be more affordable for people to use. To do this we must cut congestion

and free up road space for more services as well as raise money for additional services, cheaper fares and improved walking and cycling routes. To do this, a form of demand management will need to be introduced in the city so that the city's road network is prioritised for walking, cycling and public transport. A mechanism to raise funding for sustainable transport improvements will also be identified.

The GCP's City Access project has developed proposals for significantly improving the bus network, investing further in walking, and cycling provision alongside exploring options to create space for sustainable transport and a funding mechanism for improvements. The Making Connections consultation explored these issues in autumn 2021, including seeking feedback on a new bus network as well as options for introducing charges for driving and/or parking in Cambridge. This built on previous public engagement through 'Choices for Better Journeys' and the Greater Cambridge Citizens' Assembly. Further work is now being undertaken to develop a package of proposals to improve public transport, walking and cycling, together with a scheme to reduce congestion and pollution and raise money to invest in sustainable transport improvements.

Alongside this, work is continuing on developing a revised network hierarchy for Cambridge that prioritises sustainable transport and active travel modes. With a mechanism that raises funds to provide better bus services and reduces traffic volumes in the city, bold physical measures can be introduced as a complementary measure to prioritising people over the private car. Physical measures could include bus lanes, cycle lanes and wider footways, modal filters that only allow buses, cyclists, and pedestrians through and more pedestrianised areas.

In addition, further controls on parking will be introduced across the Greater Cambridge area. This includes the delivery of civil parking enforcement in South Cambridgeshire, as well as delivering area parking schemes within Cambridge, including residents' parking schemes. An Integrated Parking Strategy will set out how on and off-street parking can be more effectively managed to encourage greater use of sustainable transport options, including Park and Ride.

To underpin the vision for public transport within Greater Cambridge, significant investment will continue to be made in the active travel network across the sub-region. To persuade people to walk and cycle more, we need to provide safe, integrated, convenient, and high-quality routes and crossings, to segregate people from traffic and protect them at junctions. To spread Cambridge's cycling culture further into the rural parts of South Cambridgeshire, twelve Greenways will be developed and connected to the city centre. The Greenways will enable walkers, cyclists, horse riders and other non-motorised users to travel sustainably into the city. These will form the basis of a network linking the rural areas to the city. These will be complemented by additional active travel infrastructure alongside the four public transport corridor projects to the north, east, southeast, and west of the city. Within the city, the Chisholm Trail will connect the north of the city to Cambridge Station and the Biomedical Campus, alongside improvements to active travel infrastructure on key radial routes including Milton Road and Madingley Road, building on successful delivery of schemes on Histon Road, Huntingdon Road and Hills Road.

Building on the draft Local Walking and Cycling Infrastructure Plan, analysis has been undertaken on the current active travel network to identify further gaps and missing links, and this work has identified thirteen more gaps and missing links within the city and its hinterlands that could benefit from significant improvements. The GCP is taking forward initial work on two of these links, on Hills Road and the A1134 (Perne Road, Mowbray Road, Fendon Road). These improvements will encourage active travel by overcoming some of the barriers we know prevent people from walking and cycling. There is also a desire to identify gaps and missing links further away from the urban areas of

Cambridge, where the nature of travel is much more rural. Linking into the Rights of Way Improvement Plan and the developing Active Travel Strategy to help identify the key areas for improvement and better connectivity will be vital, and to get past the barriers to active travel. This could include linking villages to key services in neighbouring villages, such as schools, healthcare, and shops. It could also include linking rural areas to key public transport hubs and bus stops, by providing safe routes and facilities for switching mode.

New development has an important role to play in supporting this approach. In order to move away from the traditional 'predict and provide' approach to vehicular traffic on new developments, developers will be expected to adopt a 'decide and provide' approach. This means that, where deemed appropriate, new developments will need to clearly set out what mode shares will need to be achieved and how it will be monitored and enforced, so that there is no increase in development-related vehicular trips on the network. For strategic sites, this will mean a significantly reduced mode share for cars. Developers will be expected to demonstrate how a combination of supporting measures, policy requirements and behaviour change will work together to deliver new communities where it is easier to make sustainable transport choices than to use the private car for most journeys. In addition, a move away from plentiful unconstrained parking within new developments will be critical to achieving this. Supporting measures and policy requirements for helping to achieve these low car mode shares could include trip budgets and using alternative methods of parking provision on the edge of developments, for example. The vehicular trip budget approach is already being used at North East Cambridge.

Our highway network will continue to play an important role for some journeys, particularly those between our rural villages and for freight movements.

Where appropriate, targeted highway improvements will provide additional capacity for essential highway trips where major population growth is expected, such as investment in the A10 at Waterbeach New Town, accompanied by investment in sustainable transport. Improvements to orbital corridors would help to ensure that strategic traffic can bypass Cambridge effectively and reduce traffic flows through Cambridge and smaller towns and villages.

We will assess the feasibility of investing in a limited number of specific 'pinch points' in the highway network that currently contribute to severe localised traffic congestion and cannot be alleviated through other means, accompanied by complementary initiatives to avoid knock-on impacts elsewhere on the network. We will ensure our partners are given support to develop and implement a number of wider strategic upgrades to the highway network, such as the completion of the A428 to the Black Cat junction. This will improve connectivity and key freight linkages with the rest of the country.

Working in Partnership

Key to successfully delivering our strategy is working in collaboration with key local partners. Several organisations have specific responsibilities for transport, planning and project delivery, and hence, partnership working is key to delivering our vision for the Greater Cambridge sub-region.

We will work closely with:

- The Greater Cambridge Partnership, who are currently leading the development and delivery of a programme of sustainable transport improvements, including a series of public transport corridors connecting Cambridge to growth sites to the north, east, south east and west of the city.

- The local planning authorities of Cambridge City Council and South Cambridgeshire District Council, including to develop an update to the Transport strategy for Cambridge and South Cambridgeshire alongside the Greater Cambridge Local Plan
- Cambridgeshire County Council, who have responsibilities for maintenance and investment in the local highway network; and
- DfT, National Highways, Network Rail, the East West Rail Company, and Train Operating Companies responsible for delivering wider strategic transport improvements.

The schemes which are considered to be the required to sustainably deliver the planned growth proposed within the current Local Plans for Cambridge and South Cambridgeshire are listed below. These schemes are jointly being developed and delivered in partnership by the GCP, CCC, CPCA and national partners such as National Highways and Network Rail:

- Greater Cambridge Partnership (GCP) schemes:
 - o Cambourne to Cambridge
 - o Cambridge South East Transport Study
 - o Cambridge South West Travel Hub
 - o Waterbeach to North East Cambridge
 - o Cambridge Eastern Access Phase A
 - o City Access
 - o Foxton Rural Travel Hub
 - o GCP Cycle Schemes
- The A428 Black Cat to Caxton Gibbet;
- Cambridge South Station;
- The A10 (Ely to Cambridge) highway improvements; and
- Capacity improvements to the M11.

There are also further transport schemes proposed, which are considered to be required to mitigate future growth in the updated Greater Cambridge Local Plan. These will also aim to help mitigate current and future transport challenges in the area unrelated to growth. These include:

- Cambridge Eastern Access Phase B, including:
 - The relocation of the Newmarket Road Park & Ride site
 - High Quality Public Transport (HQPT) connection to Cambridge City Centre via the Cambridge East site
 - HQPT connection to Cambridge Railway Station via the Cambridge East site
 - HQPT connection to Addenbrooke's via the Cambridge East site
 - HQPT connection to Addenbrooke's via Cherry Hinton
 - o A shuttle bus service between Cambridge North Station and Cambridge Regional College via North East Cambridge
 - o Improved active mode connections around North East Cambridge
 - o East-West Rail Central Section between Bedford and Cambridge via Cambourne.

Engagement with the wider community, large employers, organisations at large employment sites, and developers will continue to be critical to successfully deliver the vision for Greater Cambridge.

Strategic Projects

Several highway and public transport corridors link the Cambridge urban area to the towns and villages of South Cambridgeshire, and form strategic links between Greater Cambridge, the rest of the of the Combined Authority area, and the rest of the country.

A new railway station serving the southern fringe of Cambridge has been a long-term aspiration for the region. By 2031, there will be 27,000 jobs at Cambridge Biomedical Campus – an internationally significant health and life sciences cluster - and 4,000 new homes in the southern fringe area. Local partners have worked collaboratively for several years to build up the evidence to demonstrate the benefits that improved rail connectivity would be bring to this part of the city. In 2018, Network Rail submitted a Transport and Works Act Order (TWAO) to the Secretary of State for Transport for deemed planning permission to build a two storey, four-platformed new station on the West Anglia Main Line, next to Cambridge Biomedical Campus. If Network Rail gain the necessary consents, work could start on the scheme in 2022, with a provisional opening date of 2025.

A further boost to the rail offer for the area will be the East West Rail project. This major infrastructure scheme will deliver a sustainable east-west transport option that connects the communities, businesses, and universities of the cities of Oxford and Cambridge and the settlements along the corridor. The scheme is being delivered in three ‘connection’ stages.

The first stage is already under construction connecting Oxford to Milton Keynes. The second, from Milton Keynes to Bedford is at the detailed planning stage, as is the third connection stage, between Bedford and Cambridge. After a public engagement exercise in 2019, a preferred route option has been identified that links Bedford to Cambridge via new stations in the Sandy/St Neots area and at Cambourne. In 2021, the East West Rail Company consulted on the detail of potential alignments, all of which are proposed to enter Cambridge from the south via a new railway junction with the King’s Cross line at Harston/Hauxton. Two new platforms will be built at Cambridge station and there will be the opportunity for trains to stop at the new Cambridge South Station, thus opening up more sustainable transport choices from the west of the city. Services will run all the way from Oxford to Cambridge by the end of the decade if the consents are forthcoming in the anticipated timeframe.

We shall continue to work with partners in the rail sector to explore options for upgrading the railway between Cambridge and Newmarket to enable greater frequencies on this route and to identify any potential for additional access to the railway network to the east of the city should East West Rail extend east of Cambridge. We support electrification of this key route in the longer-term, to reduce journey times for passengers and provide a key component of the electrification of the rail freight route from Felixstowe to the Midlands.

National Highways are proposing to upgrade the stretch of the A428 trunk road between the Black Cat roundabout on the A1 and the Caxton Gibbet roundabout to the west of Cambourne with a new 10-mile dual carriageway and a number of junction improvements. This is a nationally significant infrastructure project (NSIP) and a Development Consent Order was submitted by National Highways in 2021. The scheme is currently being considered by the Planning Inspectorate. If the order is granted, it is anticipated that the new road will open in 2025, delivering the final link of a dual carriageway between Milton Keynes and Cambridge.

In addition, we shall continue to work with National Highways as they develop their plans to improve journey time reliability on the M11 around Cambridge.

Local Projects

With our partners, we have developed a package of significant public transport, walking, and cycling improvements, alongside targeted highway investments. The aim of this package of measures is to deliver a more sustainable transport system. These schemes, underpinned by our policies, will help make travelling on foot, by bike or public transport more attractive than by car, thereby alleviating congestion and supporting the region's growth.

Cambridge City

The principles set out in the Greater Cambridge Partnership's City Access project and the 'Making Connections' consultation form the basis of developing a cohesive, people-focused sustainable transport system for the entire city. Improved bus services and walking and cycling links will offer people an attractive choice to travel sustainably into, out of and around the city, and will better reflect the polycentric nature of the city. A form of demand management will not only free up road space to be able to give priority to public transport, walking and cycling but will also raise funds to dramatically increase the number, quality, and coverage of bus services available across the travel to work area as well as reduce fares. Any such scheme will consider the accessibility needs of different groups of people, particularly disabled people. This will be complemented by a revised road hierarchy for the city and an integrated parking strategy that prioritise and support uptake of sustainable transport modes.

The 'wheel' of Greenways feeding into the city will join up with cross-city routes such as the new Chisholm Trail to connect existing areas of the city with new growth areas, creating a coherent network for active travel. Targeted local improvements and connectivity gaps will be addressed based on the routes identified through the GCP's Cycling Plus consultation and once adopted, in the Local Cycling and Walking Infrastructure Plan and the Making Space for People Supplementary Planning Document by Cambridge City Council, intended to help deliver a people focused environment.

Improvements to the bus fleet in Cambridge will commence following a successful bid to central government for funding to contribute to zero emission replacements of the first 10% of the local bus fleet. Thirty new electric double decker buses will be rolled out across the city as part of the Zero Emission Buses Regional Area (ZEBRA) initiative with an ambition to meet the Cambridgeshire and Peterborough Climate Commission's recommendation for all services to be zero emission by 2030. .

We shall continue to explore the role new technologies can have in catering for first and last mile trips, such as e-scooters and e-bikes, as we look to integrate modes of travel throughout the area. There is also an opportunity to use new and developing technologies to help improve freight delivery across the city, including consolidated delivery hubs and the facilitation of more sustainable last mile delivery options.

North – towards Waterbeach, Northstowe and Ely

This corridor will see a significant level of growth over the next two decades and beyond. A new town north of Waterbeach, located six miles north of Cambridge along the A10 corridor towards Ely, will be home to a new settlement of around 11,000 dwellings. The new town of Northstowe, served by the existing Busway, is also located close to this corridor. At the southern end of this corridor is Cambridge Science Park, a major employment site which is part of a wider growth area called North East Cambridge. This area will expand to become an important new quarter of Cambridge, with a further 8,350 homes and 15,000 new jobs identified in the Proposed Submission North East Cambridge Area Action Plan that would come forward over the next 20 years and beyond. Key to building sustainable travel patterns, and a successful thriving community, is comprehensive and reliable public transport and active travel provision, coupled with significantly reduced levels of vehicle trip generation which

will be controlled through a vehicular trip budget. We will support the Greater Cambridge Partnership in the delivery of a new segregated public transport and active travel corridor between Waterbeach and Cambridge. This will be integrated with a new travel hub with parking, to provide a genuine alternative to the private car. This forms one of four segregated corridor routes into the city that will be integral to the GCP's Cambridge Future Network concept.

The relocation of Waterbeach railway station, with a larger car park and longer platforms, and a 'Greenways' from Waterbeach to Cambridge and Horningsea to Cambridge for pedestrians, cyclists, and horse riders, will also help to attract drivers away from their cars and create a more sustainable transport system for the region.

Interventions and improvements to the A10, including at Milton Interchange, will be investigated to support the delivery of the new town north of Waterbeach and assist in the alleviation of severe traffic congestion and safety concerns along the corridor. This will be accompanied by parallel infrastructure for non-motorised users.

West – towards Cambourne, St Neots and Bedford

Significant growth is planned along the A428/A1303 corridor towards Cambourne, St Neots and onwards to Bedford. Around 8,000 new homes are planned for major new developments at Cambourne West, Bourn Airfield and Eddington in North West Cambridge, connecting to a significant employment cluster to the east of the corridor at West Cambridge. Public transport along this corridor will be transformed by the GCP's Cambourne to Cambridge scheme offering segregated public transport and active travel provision. The scheme includes a new Travel Hub site at Scotland Farm as well as parallel facilities for pedestrians, cyclists, and horse riders. A new railway station at Cambourne as part of the East West Rail scheme and will also offer rail connections to Cambridge and St Neots.

Key routes from Comberton, Barton and Haslingfield will be serviced by new Greenways linking to the city. The existing St Ives Busway active travel path will also form part of the new Greenways network with upgraded/ new links from the Busway to Over, Cottenham and Fen Ditton.

South – into South Cambridgeshire and towards Stansted Airport

Along the A10 corridor towards Royston and the M11 corridor towards Stansted Airport, we will continue to work with partners to secure and deliver improvements to both the infrastructure and services on key rail routes. A new railway station at the Cambridge Biomedical Campus will transform connectivity to the site and we shall continue to lobby the rail industry for more frequent services on the route to Stansted Airport, as well as proposed frequency increases on the King's Cross route as part of the current franchise.

New travel hubs at the junction of the M11 with the A10 (the Cambridge South West Travel Hub) and on the A10 at Foxton will provide further opportunities for drivers join the sustainable transport network further out of the city and to access high-frequency public transport links, as well as being integrated with local bus and active travel networks. The Melbourn Greenway and the Sawston Greenway will form the backbone of the strategic cycle network into the city, connecting to railway stations, travel hubs and linking to other Greenways. We will continue to support Hertfordshire County Council to develop and deliver a cycle bridge over the A505 near Royston and provide the final section of cycleway between Melbourn and the town.

We will continue to investigate a multimodal package of improvements along the A505 corridor between Royston and Granta Park to support the internationally important cluster of science parks in

the area through better orbital public transport links, active travel measures and safety improvements.

East – the biotech corridor and towards Newmarket and Haverhill

In addition to the new railway station proposed for the Cambridge Biomedical Campus, further sustainable transport choices will be delivered. This will cater for the significant number of people who will be working on the site through the provision of the third of the GCP's segregated public transport and active travel corridor – the Cambridge South East Transport (CSET) scheme. CSET will link the campus to other major employment sites along the A1307 corridor towards Haverhill, connecting the internationally significant life sciences and R&D clusters at Babraham Research Campus and at Granta Park.

The scheme will see a new segregated public transport route between the A11, Sawston, Stapleford and Great Shelford and the Biomedical Campus as well as active travel, bus, and road safety improvements along the A1307. Additional parking spaces will be provided at Babraham Road P&R, along with a new travel hub at the junction of the A11 and A1307. This will allow drivers to transfer to sustainable transport modes well before they approach the city, as well as being integrated with local bus and active travel networks. Alongside the public transport route will be a new active travel path, which will complement the Sawston and Linton Greenways.

Major new development is planned for the east of the city. A development of 1,300 new homes is under construction off Newmarket Road, with planning permission granted for a further 1,200 on land north of Cherry Hinton. In addition, land at Cambridge Airport, safeguarded in the 2018 Cambridge Local Plan and South Cambridgeshire Local Plan should it become available, has been identified for redevelopment in the Greater Cambridge Local Plan First Proposals. This follows Marshall's announcement that it intends to relocate its Aerospace and Defence businesses by 2030. A fourth corridor scheme is being developed to accommodate growth and to help address existing congestion and pollution issues in this part of the city. The scheme consists of short-term improvements which can be in place by 2025 to serve the sites with planning permission. The potential for longer term improvements, which could include segregated public transport and potential for policy and behavioural interventions, have been identified that would be needed if the airport site is included in the final adopted version of the Local Plan for redevelopment.

Short term improvements focus on Newmarket Road and include improvements to the Elizabeth Way and Barnwell Road roundabouts to make them more accommodating for public transport and active travel, as well as improvements along the length of Newmarket Road for cyclists and pedestrians. These active travel improvements will also connect into other active travel infrastructure being delivered, such as the Fulbourn, Bottisham, Saffams and Horningsea Greenways and the Chisholm Trail. To intercept traffic before it gets into the city, the longer-term aspiration is for the current Newmarket Road Park & Ride site to be relocated further out that would ensure more spaces can be delivered, and options for orbital public transport and active travel movements to North East Cambridge and CBC will be explored.

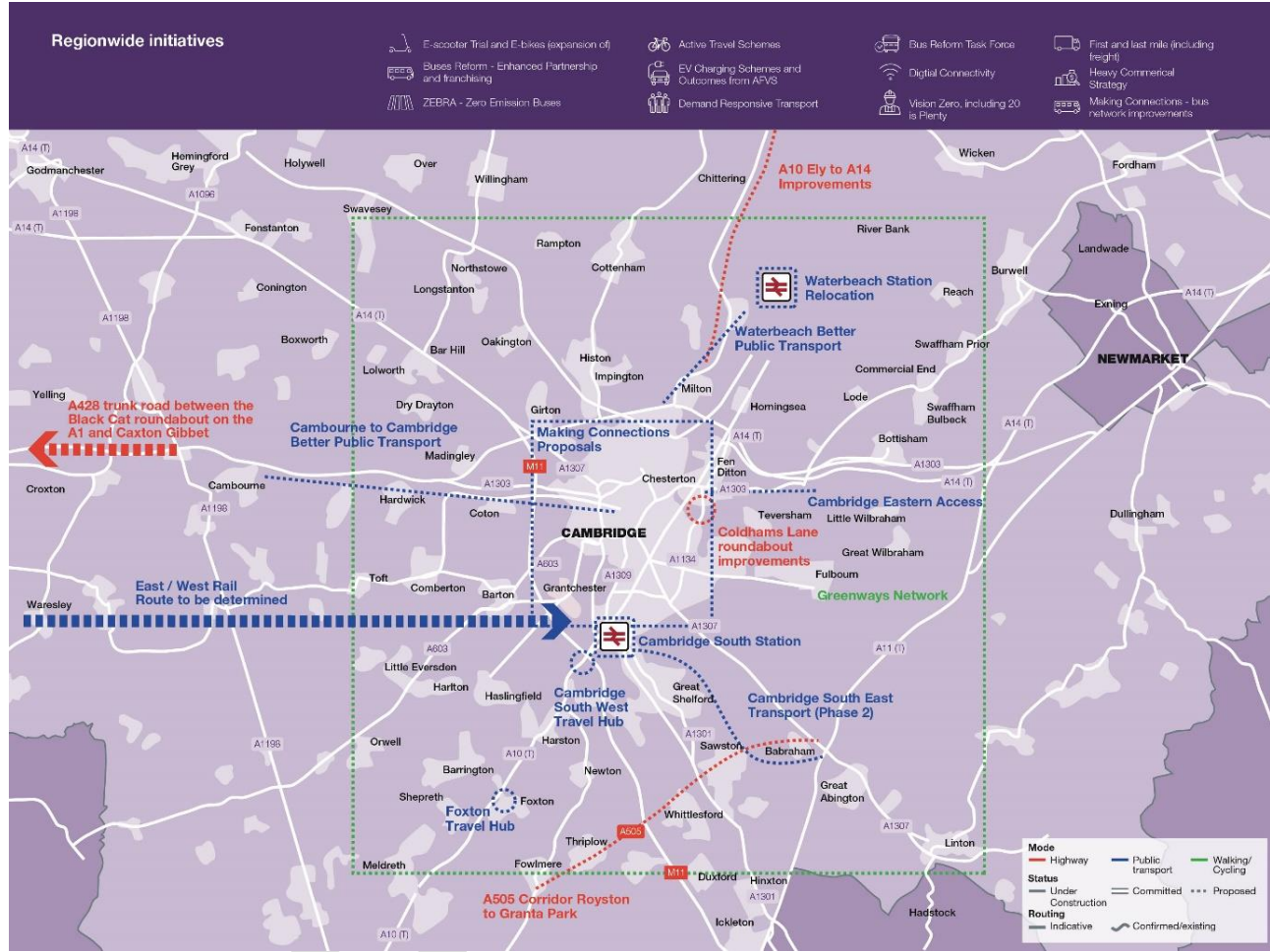
Rural South Cambridgeshire

South Cambridgeshire has a dispersed population spread across more than a hundred villages and other settlements that means that conventional bus services are often not viable, leaving much of the district currently reliant on the private car. The comprehensive plans for public transport and active travel routes into the city provide a strategic network that reaches out into the rural parts of Greater Cambridge in each direction. The future bus network also envisages greater rural links to local services,

market towns and key transport hubs such as rail stations. The ring of travel hubs further out of the city means that locally led transport solutions including Demand Responsive Transport can feed into high quality public transport corridors even in remote villages where conventional bus services are often not viable, and drivers can join the public transport or active travel network to complete their journeys. This approach will be complemented by the region-wide application of the demand-responsive transport network, which will also provide greater access between villages and outlying market towns.

In addition, the 'wheel' of Greenways will connect smaller settlements and can be used for local journeys as well as longer distance commutes into the city and provide the focus for further links that connect local bus and rail services. The 12 Greenways are: Barton, Bottisham, Comberton, Fulbourn, Hornigsea, Haslingfield, Linton, Melbourn, Sawston, St Ives, Waterbeach and Swaffams.

DRAFT



HUNTINGDONSHIRE

Background

Huntingdonshire is the largest district in Cambridgeshire, with a population of 170,000 across an area of over nine hundred km². It is predominately rural in nature, with a sparse population density of just four people per acre – compared to seventy-five in Cambridge – with local employment and key services focused in the large towns of Huntingdon and St Neots, together with St Ives to the east. Huntingdonshire's towns, such as Ramsey and rural villages have strong links to neighbouring communities, including Cambridge to the east, Peterborough to the north and Bedford to the south-west. These provide employment, shopping, leisure, and health services to complement those available within the district and generate significant long-distance travel demand.

Recent Developments

Huntingdonshire's population has grown by around 20% over the past two decades and is now home to over 56,100 residents (mid 2020), partly in response to housing market pressures in and around Cambridge, Peterborough, and London. Recent housing and employment growth have been concentrated in and around the district's main towns, and to a lesser extent within the larger villages, placing a significant pressure on the region's transport infrastructure.

Huntingdonshire's Local Plan to 2036 outlines proposals for at least 20,100 new homes (both market and affordable), together with 14,400 additional jobs, in the period 2011-2036. Development will be focused in four spatial planning areas, reflecting their status as the district's traditional market towns and most sustainable centres. These are: Huntingdon, including Brampton and Godmanchester, and the new settlement of Alconbury Weald; St Neots, including Little Paxton and the urban extension at St Neots East; St Ives; and Ramsey, including Bury and the former RAF Upwood site.

Transport Challenges

Reflecting the district's rural geography, local communities rely on the private car for the vast majority of trips. For example, approximately 79% of journeys to work within the district are by private car, which contributes towards local congestion and poor air quality. High traffic flows, particularly through rural villages and high streets, have a negative impact on the local environment, and make it less attractive to walk or cycle for local journeys. Many rural, single-carriageway roads, with high traffic speeds and substandard alignments have poor road safety records and can present challenges for freight transport. While the region benefits from excellent strategic links, including the East Coast Main Line and the A14, A428 and A1, these also suffer from significant traffic congestion, particularly at key junctions having adverse impacts on the environment and health. In addition, those who lack access to private transport – particularly within rural villages – often have limited access to good quality and affordable public transport that exacerbates social exclusion and can mean that some are 'forced' into car ownership as they feel they have little practical alternative to access employment or other key services. This only serves to increase the sense of social isolation and exclusion for those without access to a private car as for many years, bus services, particularly within rural areas, are infrequent and costly, and community transport for those not directly served by bus does not always provide a meaningful service. Connected, dedicated, high-quality walking and cycling infrastructure is limited outside of Huntingdon, St Neots and St Ives and deters the use of active modes and contributes to poor health outcomes. Greater emphasis will be afforded to providing the missing links within the network and capturing opportunities for longer distance cycle routes for commuting and recreation.

Aside from the East Coast Rail Line and the Guided Busway, linking Huntingdon, St Ives and Cambridge, there is a notable lack of sustainable, high-quality, long- distance public transport connectivity from Huntingdonshire. This acts to limit the commuting opportunities of residents in Huntingdonshire, making it difficult to travel to employment, health, leisure, retail, and education opportunities further afield, such as at the Cambridge Biomedical Campus or Cambridge Regional College.

Future development, in particular at Alconbury Weald, is dependent on securing significant upgrades to the region's transport infrastructure and network. If new growth areas are to be attractive places to live and work, they need to be well-integrated into the fabric of the region's transport network, including the highway network (and the A1 and A14) without worsening congestion; and include seamless public transport connectivity between market towns and to Huntingdon, Cambridge, and London (including prospect of railway station at Alconbury Weald). A new rail station at Alconbury would enable a north-south rail connection and bring benefits to residents, workers and businesses within the new development and create valuable links to other economic hubs. Environmental constraints of such transport infrastructure must also be mitigated, with measures implemented to maximise carbon and health benefits of the scheme.

Progress to date

The *Transport Strategy: Huntingdonshire* work is being progressed with the objective to enable residents to access key services required to enjoy a good quality of life. The improvements must ensure that residents are able to live a safe, and active lifestyle, whilst supporting the needs of the local economy; enhancing the natural environment; and tackling the challenges of climate change to thereby ensure that our carbon targets are met. Recent improvements have been made including the £1.5bn A14 Cambridge to Huntingdon improvement scheme. The first section of this route, between Swavesey and Brampton Hut at the A1 to the south of Huntingdon, opened in December 2019, with the remainder of the route opened in May 2020.

This scheme included the removal of the A14 viaduct over Huntingdon Town Centre helping to create a more attractive environment within the town, with the wider upgrade of the route alleviating a serious bottleneck on the major highway link between Cambridge and Peterborough. Major investment is also being delivered in St Neots, where an investment was agreed by the Combined Authority Board in June 2018. This package of interventions was designed to pave the way for accelerated growth within the town. These initiatives were outlined in the St Neots Masterplan. In addition, the town centre of St Neots has been supported by funding from the Future High Street Fund (FHSF). This investment will deliver six projects, with an aim of transforming the town for the benefits of local people, businesses, and visitors.

In October 2021, we started a new Demand Responsive Transport (DRT) service in west Huntingdonshire named TING. The service employs four small single deck buses of Stagecoach East to provide bus services on demand across 360 km² of the region. Passenger levels have continued to increase significantly, and we have extended the 6-month trial for a further 3 months (the maximum permitted on this contract). This additional time will be used to review progress and potentially tender for a revised service to commence in July 2022, upon the successful completion of the trial.

Our Approach

Sustainable alternative travel modes will be key to Huntingdonshire however the need remains to invest in targeted highway networks, such as the A141 and St Ives Improvements that will address issues for all users (including active travel and public transport users). In order to address climate change targets a greater emphasis on how active travel modes can be supported in highway

improvements will be required. Our approach will seek to prioritise improving access to new developments, together with improving strategic connectivity to Greater Cambridge and the rest of the country.

Our strategy for the bus network is key to delivering this, with frequent services on 'core' inter-urban routes, such as St Neots – Cambourne – Cambridge and Alconbury – Huntingdon – St Ives – Cambridge and Peterborough.

The bus network is key to delivering greater connectivity throughout the Combined Authority area linking larger towns with some smaller villages through more frequent local routes and establishing frequent services for core inter-urban routes. Huntingdonshire's Local Plan to 2036 identifies Ramsey as a Spatial Planning Area and one of four market towns within Huntingdonshire suitable for sustainable growth. The Spatial Planning Areas are responsible for providing approximately three quarters of the district's objectively assessed need for housing and the majority of employment and retail growth. Therefore, in order to maximise accessibility within and to/from these areas, a comprehensive package of local routes and DRT options will be provided. This will offer an integrated and sustainable network, with an attractive and consistent frequency, linking larger towns and some smaller villages, such as Huntingdon – Brampton – Buckden – St Neots, Ramsey, and Huntingdon – Godmanchester – Papworth Everard – Sawtry – Yaxley and Cambourne.

We will review and assess the public transport offer, limitations, and barriers within Ramsey to identify infrastructure that would improve the network in and around the town. In addition, a review of levels of service at evenings and weekends will be undertaken and improvements made to the services provided during these times. In addition, improved bus priority measures, particularly within Huntingdon, have the potential to deliver faster, more reliable journeys that can compete with the car on journey times.

Many Huntingdonshire residents, however, live within smaller villages outside of the reach of existing bus services, or receiving an infrequent service. Working in partnership with Huntingdonshire District Council, building on the TING trial, we will ensure that local community and demand-responsive transport provides accessibility for all, seamlessly integrated into the bus and rail network with dedicated interchanges and joint ticketing wherever possible.

Our approach will integrate all forms of public transport – including rail services, local buses and community and DRT – to provide a seamless, attractive, and comprehensive rural public transport network. We will work to adapt existing rail and bus stations in rural travel hubs, offering improved real-time information provision, waiting facilities and cycle and car parking, supported by a more unified, integrated ticketing system. The importance of first/last mile connections should not and will not be under-estimated – investment will be forthcoming to ensure safe, well-maintained links are provided to travel hubs and major attractors, including key transport hubs. As part of this overarching package, due consideration will be given to car share schemes, improving the safety of our active travel routes, whilst examining the appropriate implementation of e-bike and e-scooter schemes within the towns of Huntingdonshire.

We will also explore opportunities to enhance strategic public transport accessibility and support growth through new infrastructure, including improving multi-modal connectivity to Alconbury Weald with the potential for a new railway station being investigated with partners. In addition, we support the delivery of East West Rail (EWR) to provide a direct rail service from Cambridge to Oxford. Local connectivity into the EWR route is key to maximise the potential of the scheme and ensuring the people of Huntingdonshire have increased opportunities to access key employment, education, retail,

and health destinations. This includes lobbying the EWR Company to provide an appropriate station in the St Neots vicinity. This will help to significantly reduce journey times to major cities elsewhere, creating new opportunities for work and leisure for our residents while supporting expanding the labour market and Cambridgeshire and Peterborough's productivity.

Additional targeted highway, active travel and public transport improvements are required at major development sites such as Alconbury Weald and Ramsey, to support the delivery of much-needed homes and jobs in a sustainable manner. We will actively engage with central Government to secure the investment required to improve access to these sites, particularly addressing the A141 corridor, helping to create faster, more reliable journeys by all modes. It is important that this project is accelerated and delivered as soon as possible to ensure that the planned housing delivery can move forward in a timely manner.

Investment in improved regional highway connectivity, such as the dualling of the A428 between Cambourne / Caxton Gibbett and the Black Cat Roundabout, will also improve accessibility to Greater Cambridge and the rest of the country and help to make Huntingdonshire more attractive.

It is important, however, that the delivery of much-needed improvements to our key road corridors is not at the expense of better walking, cycling and public transport connectivity, and does not result in car dependency. Active and sustainable travel options will be provided alongside highway improvements. These will be planned in accordance with the highest design standards to minimise the impact on the natural environment, and to reduce traffic in local residential streets.

New, high-quality active travel infrastructure – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car, or unable to drive — more independence and opportunity to travel. Twelve electric charging points have been installed in Huntingdon, St Neots and St Ives, and we will continue to support electric vehicle charging and infrastructure for electric public transport; in partnership with Huntingdonshire District Council and national government with the aim to reduce carbon emissions and improve local air quality.

Key to ensuring a safe, accessible transport network for all that supports social inclusion and access to opportunity is our package of investment and financial support for our rural public transport network, including DRT. More people will have a genuine alternative to the car in the form of access to reliable, comprehensive public transport. The Bus Reform work will be complemented by the lessons learnt from the TING trial in West Huntingdonshire, to ensure all within Huntingdonshire have an affordable, sustainable, public transport option that provides access to employment, education, shopping, and recreation, at a reasonable frequency. In relation to bus service improvements, larger settlements will be prioritised as there will be sufficient critical mass in these areas to make particular services viable. This programme will then be expanded to the more remote and low population density villages once bus usage has become more normalised.

Strategic Projects

North / South

The A1/A1(M) runs through the middle of Huntingdonshire, acting as a key strategic route to London and Northern England, together with a key local corridor between St Neots, Huntingdon and Alconbury. Between Junction 10 at Baldock (in Central Bedfordshire) and Junction 14 at Alconbury, the route suffers from significant congestion and a poor safety record, due to a sub-standard

alignment, numerous at-grade right-turn junctions, and five roundabouts on an otherwise grade-separated route between the M25 and Newcastle-upon-Tyne in the North East of England.

Therefore, we support improvements to the A1 corridor to be delivered by National Highways. The development of the A428 Black Cat to Caxton Gibbet improvement scheme will address one of the key existing congested interchanges. Throughout the development of this corridor, the needs of all modes need to be considered, addressed, and integrated into any scheme.

These improvements will help to provide capacity, together with improving safety along the corridor, reducing severance to local villages, and improving journey times and reliability for journeys to, from and within Huntingdonshire along the corridor.

East / West

East – West accessibility from Huntingdonshire, in particular to and from Cambridge, is limited, and hence we are supporting a number of improvements currently being developed by National Highways and the East West Rail Company.

EW Rail will provide a new railway corridor linking Cambridge, Bedford, and Milton Keynes to Oxford, transforming public transport accessibility across the Oxford to Cambridge. Unlike the rest of the route the Bedford and Cambridge line will follow a completely new route and therefore connectivity to the route and interchange points must and will be integrated into the fabric of the local area, ensuring good quality, sustainable first/last mile links are provided to key destinations, public transport hubs/networks and the active travel infrastructure.

Within the district, the improvements to the A428 between Cambourne / Caxton Gibbet and the Black Cat roundabout on the A1, and a new three-level grade-separated interchange between the A1 and the A428 is essential to improve east-west movements. In order to address government policy, we will lobby for improvements for all modes.

Local Projects

Alconbury

Significant new housing and employment growth is taking place in the Alconbury Weald area. To support this growth, a number of local schemes will be identified, developed, and implemented. These will provide improvements for all modes on the A141 around Huntingdon, safeguard an alignment for A141 to the north of Huntingdon and provide better multi modal accessibility to, in and around Alconbury Weald. This multi modal offer will include working with partners to develop a new rail station thereby increasing the accessibility of the area by sustainable means to key destinations.

St Ives and Wyton Airfield

Improvement projects in and around St Ives are planned to mitigate the impact of developments and connect the area's key residential and employment centres in a sustainable manner. The provision of a transport interchange could provide a focal point for high-quality bus and active travel infrastructure connecting St Ives (Busway) with Huntingdon, Alconbury Weald and potentially Wyton Airfield in the long-term.

Our A141 and St Ives Improvements project will be accelerated to reduce congestion and improve reliability across the study area to facilitate sustainable growth, improve the public realm, as well as improving connectivity through active travel modes, walking, and cycling. In addition, improvements to bus service provision and interchange will be taken in consideration.

Ramsey

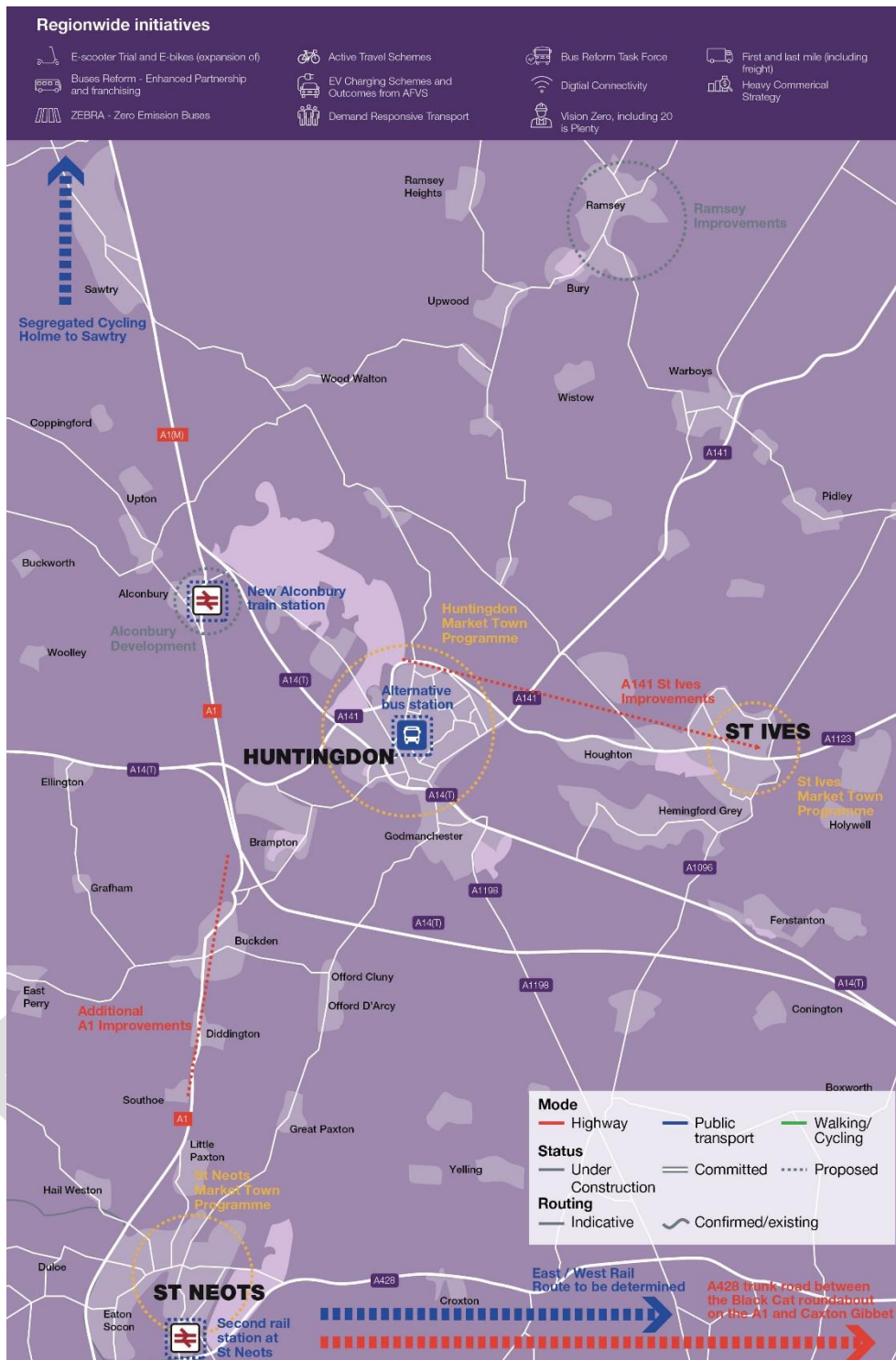
Ramsey is a town about nine miles north of Huntingdon. The parish includes the settlements of Ramsey Forty Foot, Ramsey Heights, Ramsey Mereside, Ramsey Hollow and Ramsey St Mary's. Those without access to a private car can be socially excluded with limited opportunities to access the key employment, retail, health, and leisure opportunities in the neighbouring towns of St Ives and Huntingdon, as well as the city of Peterborough.

Following a thorough assessment of the TING (DRT) trial in West Huntingdonshire, it is expected that the service will be extended to incorporate Ramsey to increase accessibility to key destinations. In addition, a study will be undertaken to fully assess the transport challenges for the area inclusive of all modes. This study will also outline the potential options to address these challenges and how appropriate funding could and should be sought.

St Neots

St Neots is a town served by a fast rail link into London that makes it an attractive location for commuters. However, the limited public transportation links to and from the town centre to the train station, residential areas (old and new) and other key attractions such as education and employment locations is hampering connectivity for the town's population.

The Future High Street Fund scheme will contribute to the regeneration of St Neots Town Centre through a range of investments that will include residential development, office space re-configuration and the refurbishment of a range of community and arts provision at the Priory Centre. This will be supported by a number of transport interventions including enhanced active travel and public transport infrastructure as well as adjustments to car parking facilities and revamped wider public realm.



PETERBOROUGH

Background

Peterborough is a rapidly growing city, with a population of over 200,000 people. Traditionally a 'railway town', centred upon its location as a major rail junction on the East Coast Main Line between London and the North of England, it has grown significantly after its designation as a 'new town' in the 1960s. Surrounded by a predominately rural district with few major service and employment centres, Peterborough includes a large historic town centre with an extensive shopping offer, a major hospital, numerous key employment sites and the site of the future Anglia Ruskin University, Peterborough set to open in 2022.

Peterborough's patterns of growth are reflected in its geography, and its transport network. Peterborough's town centre and 'inner city', including the historic Cathedral and numerous Victorian terrace streets, are surrounded by lower-density development from later years linked by a radial 'Parkway' network of high-capacity dual carriageway roads. This network supports efficient movements between and within the city, resulting in significantly less congestion than elsewhere in Cambridgeshire, helping to support significant growth around the city.

Recent Developments

Peterborough has been one of the fastest-growing cities in the country over the past decade, experiencing population growth of 15% between 2007 and 2017. The fastest-growing district across the region. Recent growth has been focused in Hampton to the south, where a major urban extension is underway on reclaimed brickfields, and at Stanground in the east, together with increased development in the city centre. Several vacant and underused sites close to the city centre also offer the opportunity for continued investment and regeneration.

Peterborough has developed a new Local Plan, which was adopted in July 2019. It outlines the vision for the city to become a destination of choice, with a walkable, liveable centre; a strong, resilient economy; and attractive, well-designed neighbourhoods, surrounded by a network of characterful villages.

The Local Plan sets out proposals to deliver 19,440 additional homes from 2016 to 2036, with growth focused within the city and within a collection of seven 'urban extensions' at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground. It also establishes proposals for a new independent, campus-based university with 12,500 undergraduate students that is located off Bishops Road to the south-east of the city centre and due to open in 2022.

Transport Challenges

While Peterborough benefits from a comprehensive bus network, some routes operate at comparatively low frequencies for an urban environment (every 20 minutes or less frequently) and hence do not provide a 'turn-up-and-go' level of service that acts as a genuine alternative to the private car. Recent reductions in financial support for the network have resulted in decline to a small number of evening and weekend services. There is not a comprehensive on-demand community transport service for those not directly served by the bus network.

New urban extensions to Peterborough, such as at Hampton, must therefore fully and seamlessly integrate into the city's public transport network as they are built out. This enables new residents to be able to travel sustainably as soon as they move in, rather than waiting several years for sustainable

transport options to become available. For example, a new bridge and link road between the A605 and London Road/The Serpentine roundabout needs to be built within the Hampton area to accommodate sustainable modes and facilitate improved access to this area of the city. In addition, improvements should be delivered to the A15 (Clayburn) to support the growth of Hampton and Cygnet Park alongside improve pedestrian and cycling infrastructure.

The Queensgate Bus Interchange requires extensive modernisation, and despite its proximity, can be disorientating to reach from the railway station due to severance caused by Bourges Boulevard. Although Peterborough is well- served by the rail network, with frequent, direct services to London, Cambridge, and Norwich, together with the West Midlands and North of England, there are a number of improvement opportunities, including faster services to London, Cambridge and Stansted Airport, more frequent services on rural routes to Cambridgeshire, Suffolk, and Norfolk.

The Stagecoach bus depot is too small to facilitate electric buses, with no room for expansion. We will continue to work with partners to find a new depot location that can accommodate all the necessary charging infrastructure so that electric buses can be introduced in Peterborough in the future.

Peterborough has a large network of segregated cycle and pedestrian routes and significant improvements to the public realm in and around the city centre and the railway station are expected to be delivered soon. However, some major roads and junctions lack adequate provision for all non-motorised users, while in places the Parkway network causes severance between communities that deters active travel between them. Although much of the cycle network is segregated from traffic, it is not consistently designed to 'Dutch' (or comparable) standards, with cyclists often lacking priority at junctions, and security concerns caused by inadequate lighting or sightlines.

The development of the LCWIP for Peterborough has enabled the identification of where continued investment and maintenance of the network, particularly integrated into new developments, is needed to ensure walking and cycling is an attractive option for people of all ages and abilities to travel around Peterborough.

Progress To Date

Over recent years there has been significant focus on promoting sustainable travel across the city. Local schools have been encouraged to participate in the national 'Big Pedal' competition and the council has collaborated with Sustrans to deliver eleven School Streets Initiatives that encourage schools to close the street outside of the school gates during drop off and pick up times. Projects have realised a significant reduction in congestion and increased numbers of parents, pupils and staff travelling in sustainable and active modes. Further School Streets schemes are planned in the future to ensure that active travel is the first choice for all school journeys in Peterborough.

Highway improvements have been delivered to support new development, including at the A47 Junction 20 that has been converted to a fully signalised roundabout to help to unlock the delivery of up to 2,500 new homes. Other major schemes that have recently been completed:

- Junction 18. The project increased capacity of the junction and refurbished the footbridge bridge over the A47/A15 roundabout & junction.
- A605 Stanground. The project improved the junction of the A605 Whittlesey Road with the B1095 Milk and Water Drove by creating an additional eastbound lane on the A605 for right turning traffic.

- A605 Alwalton. An additional eastbound lane was created on the A605 from the Alwalton junction to Lynch Wood to alleviate significant congestion. A number of walking and cycling improvements were also delivered as part of this scheme.

The city has been enthusiastic to embrace the potential that new technologies may bring to the city. £90,000 of funding from the DfT has been awarded to install four rapid electric vehicle chargers for the local taxi trade, and through an additional £22,500 contribution from the public sector, all the chargers are expected to be operational in 2022. In addition, a number of public chargers have been installed with plans for a continued roll out including future deployment in residential areas.

Peterborough has in excess of 40 dockless e-bikes which can be hired by residents and visitors throughout the city. This initiative has been successful and has replaced 3,500 short car journeys, with more than 30,000km cycled. The e-bike scheme was temporarily paused but has recently restarted; however, we are looking to roll out this initiative to capture a wider population.

In July 2019, Peterborough City Council declared a climate emergency. It was recognised that the impacts of the climate breaking down have started to cause serious damage to the local, national, and international environment; with urgent action required to address this. The City Council is committed to make its activities net-zero carbon by 2030, and to make Peterborough become a net-zero carbon city by 2030.

Increasing the number of people travelling sustainably in Peterborough will significantly reduce the city's carbon emissions, along with bringing several other vital benefits including reducing fuel poverty, improving physical and mental health, improving air quality, stimulating our economy, and providing jobs to the local area.

Our Approach

Peterborough's public transport network must offer accessibility for all. Central to this is our plan for the bus network delivered through the Bus Reform work and our work to improve the levels of service and operating hours. 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. Bus services will be 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 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.

We will continue to work with partners to find a new bus depot location that can accommodate all the necessary charging infrastructure so that we can introduce electric buses in the future.

Complementing this investment is the continued development of Peterborough's walking and cycling network. New junctions and highway infrastructure will be integrated into the walking and cycling network (identified through the development of the Local Cycling and Walking Infrastructure Plan and further studies), ensuring that roads in the city do not act as a barrier to movement. Continued improvements to the segregated infrastructure, and an upgrading of the cycle network to 'Dutch' standards, will help to make walking and cycling an attractive choice for short journeys. More journeys on foot and by bike will help allow residents to live active, healthy lives, together with improving air quality and reducing congestion when people switch from the private car.

Strategic Projects

Highway Improvements: Accessibility and Safety

We will work with National Highways to promote improvements to the A1 at Wittering. The improvements will address the safety concerns within the area and also provide improved access to Wittering from the strategic road network.

Rail Improvements

We will lobby and liaise with Network Rail and other partners to seek the reinstatement of four tracking from Huntingdon to Peterborough along East Coast Main Line to provide additional capacity for those wishing to access the city and beyond.

Local Projects

City Centre

We will continue to deliver improvements to the transport network to support the growth planned for the city centre and help to make it an attractive destination for shoppers, businesses, and visitors.

The emerging *City Centre Transport Vision* is a twenty-year strategy to transform the transport infrastructure within the city centre and support the sustainable growth agenda. The strategy will build upon the vision and identify how this can be delivered. The vision ultimately reshapes the city centre by reallocating existing parking and road space to other modes including public transport, cycling, and walking. The strategy will incorporate innovative new technologies to ensure that everyone has access to a thriving city centre.

Peterborough railway station is an important rail interchange on the London to Edinburgh East Coast Main line with an annual throughput of five million passengers. The station has been refurbished within the past 10 years, but its facilities are inadequate to cope with current passenger volumes and projected future growth which was forecast at 3% per annum over the next decade. Further connectivity to the railway station is proposed through a new access route associated with future development of land to the west of the station. Walking and cycling improvements will be developed as part of these plans, including the option of a segregated cycle lane along Thorpe Road to serve the new western entrance of the rail station.

Another important regeneration area is the redevelopment of North Westgate, an area of the city centre that has been underutilised for decades and will provide additional opportunities for walking, cycling and public transport.

Better serving the future site of Peterborough University (opening in 2022), to the south of Bishops' Road, together with the wider area is imperative. The University Access Strategic Outline Business Case and further development work study provides transport options for enabling and managing the growth in the area and identifies a package of measures to create and enhance walking/cycling links to the University and improve highway access to the Parkway network.

Active Travel

To further support the University, funding has been secured for the Fletton Quays footbridge, a new walking and cycling bridge that will connect Fletton Quays to the Embankment and new University.

Local Cycling and Walking Infrastructure Plans (LCWIPs) will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure, including the Crescent Bridge Pedestrian and Cycle Bridge. Peterborough's LCWIP is undergoing development and will continue to do so as Peterborough grows. Peterborough has identified fifteen key corridors that offer the greatest potential to increase numbers of people walking and cycling.

The Thorpe Wood cycleway will be one of the first fully LTN 1/20 compliant pieces of infrastructure within the City and will be delivered in two phases. The scheme will increase the accessibility of the Thorpe Wood Business Park and create a more attractive route into Ferry Meadows Country Park, which is a popular destination in the area. The Council's commitment to install LTN 1/20 infrastructure in line with *Gear Change* supports plans to improve sustainable travel infrastructure across the City.

The Oundle Road cycleway between The Village and Ham Lane is currently in the design phase and will be brought forward to form part of the wider Oundle Road route improvements identified through the LCWIP.

Peterborough has approximately 450km of both on and off-road cycle routes, including eleven named and numbered routes providing a quick, safe, and easy way to get around. Linking to these routes is the 'Green Wheel' (a 45-mile-long cycle route circling the City and linking to rural fens and countryside villages).

We will continue to work hard to seek improvements to the whole cycle network and to ensure that new traffic developments successfully address the needs of cyclists. The developing LCWIP for Peterborough identifies key corridors that link with existing routes, Green Wheel routes, and offer the opportunities to expand the network to more rural areas and to connect villages.

Peterborough's *Smart Cities Strategy* laid the framework for the use of real time data to maximise the efficiency of the transport network and reduce Peterborough's dependency on conventional highway improvement works. The next phase of the project will finalise the strategy and begin planning and implementing smart cities interventions.

In addition, we will complete the public realm improvements including new paving, lighting, and street furniture, within the Peterborough City Centre areas of Midgate, Broadway, Northminster and Westgate.

Parkway Network

Peterborough's Parkway network provides for efficient movement within and around the city and includes two of only three bridges across the River Nene. However, certain sections of route including the key junctions, suffer from significant congestion. There is a need for further investment to support growth and to encourage traffic away from the inner city and urban areas. This will provide a safer environment for walking and cycling for short local journeys in the future.

The A1139 Fletton Parkway runs from the A1 (M) to the west of Peterborough to the A47 to the east. It is a primary route and provides a link between the A14 (via the A605) and the A1 to the A47 and A16. It also serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route. Improvements at Junction 3 and 3a are necessary due to the significant congestion and delay at peak times.

In addition, further work is needed to identify improvements that will ease congestion and improve safety between Junction 3 and Junction 3a. There are a range of options that will be examined, including the ECML bridge, widening J3 to J3a and a package of sustainable transport improvements and *Smart Cities* interventions.

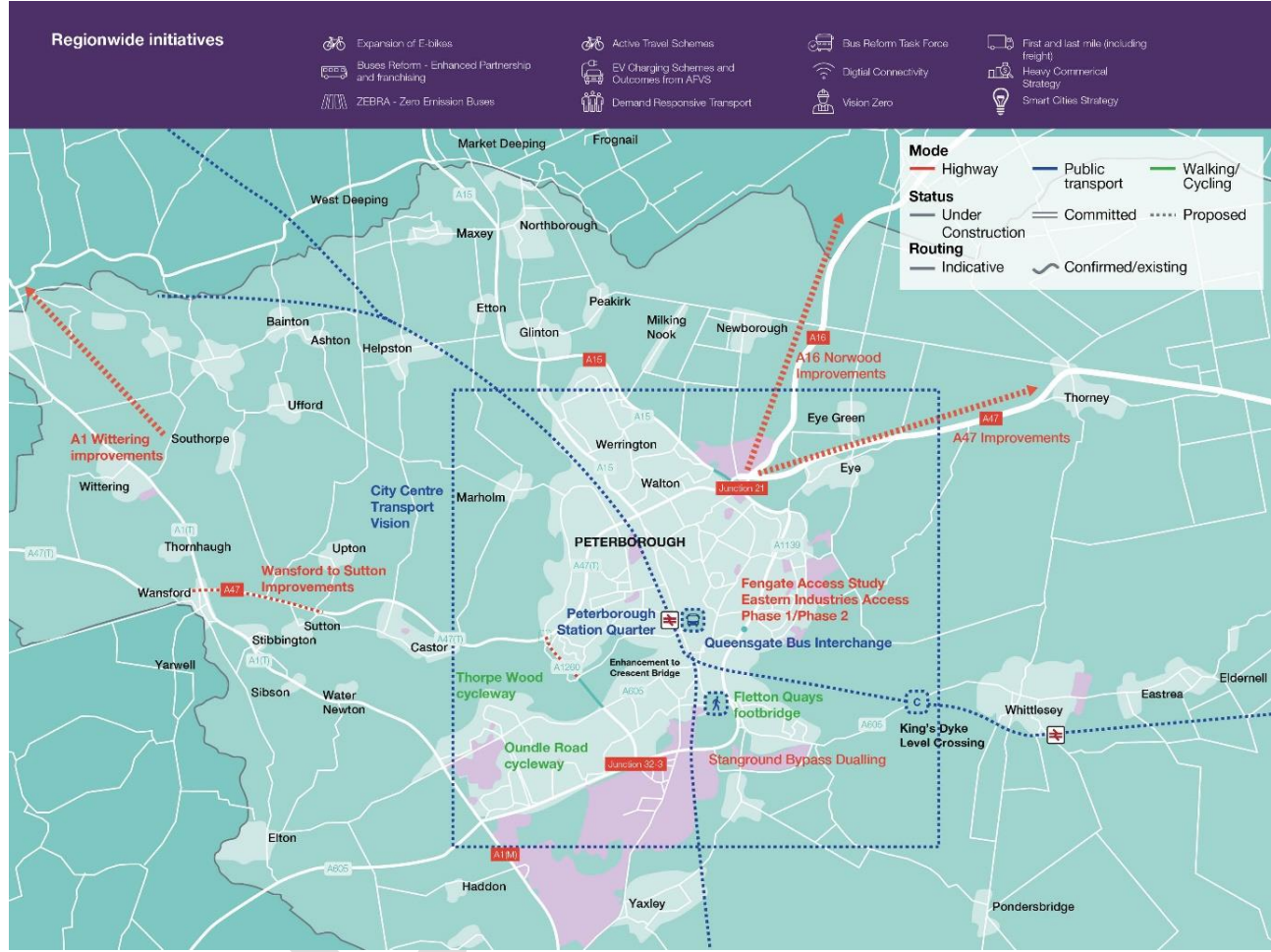
Paston Parkway Junction 21 Improvements

Junction 21 of the A15 Paston Parkway is currently operating close to capacity. With the anticipated future growth in the area, and the potential increase in traffic if the route is dualled between Ginton roundabout and Junction 22 there is a need to assess what improvements are needed. These

improvements would allow for the junction to operate efficiently and facilitate the potential increase in traffic, thereby ensuring that journey times are not adversely impacted. These improvements to this corridor will aim to address the concerns for all transport users including the promotion of sustainable modes.

A Strategic Outline Business Case has been produced for A605 – Junction 68. Currently this is an at-grade roundabout positioned in the south-east of Peterborough’s urban area. The junction serves as a gateway into the City Centre and onto the City’s Parkway System (via Junction 4) from Stanground and the town of Whittlesey to the east. Junction 68 provides access to the A605 Whittlesey Road to the north, the B1092 Whittlesey Road to the east, the B1091 Peterborough Road to the south and the A605 and Junction 4 to the west. The preferred identified scheme will increase capacity to the highway network, address existing problems of peak hour congestion, and help to facilitate growth aspirations for the City. We will continue to work with partners to progress this scheme in a timely manner.

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OUR POLICIES

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INTRODUCTION

OVERVIEW

The policies set out the requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders.

They are designed to support the delivery of the transport schemes identified in this core document, and collectively, to ensure that we achieve our vision to deliver a transport network for Cambridgeshire and Peterborough that secures a future in which the region and its people can thrive.

They are also designed to provide the principles which underpin decision-making, capital investment and revenue support in our transport network.

Each policy is associated either with a given objective, as set out in Chapter 1 of this document, or a given mode of transport. Policies are grouped into individual ‘policy themes’.

Figure **XX** provides a summary of the relationship between objectives and policy themes containing our policies, as well as identifying policy themes for specific forms of transport, or “modes”, and transport infrastructure (e.g., parking). A summary of the policies then follows in Table **XX**.

The work of the Combined Authority and partners must and will proactively consider the nine protect characteristics as outlined under the Equality Act.

Policy themes by objective and transport mode policy themes

Local Transport Plan

Previous Objective	Policy
Economy	Housing
Economy	Employment
Economy	Business & Tourism
Economy	Resilience
Economy	Safety
Society	Accessibility
Society	Health and Wellbeing
Society	Air Quality
Environment	Environment
Environment	Climate Change

Local Transport and Connectivity Plan

Refreshed Objective	Policy	Statement	Themes
Productivity	Housing	Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Enabling development
Productivity	Employment	Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport spreading the region's prosperity	Planning and designing developments sustainably Expanding labour markets
Productivity	Business & Tourism	Ensure all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Accessing ports and airports Supporting the local visitor economy Supporting business clusters Freight
Productivity	Resilience	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Building a transport network resilient and adaptive to climate change Maintaining and managing the transport network
Connectivity	Accessibility	Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Transport accessibility for all Transport pricing and affordability Access to education and key services The future of mobility
Connectivity	Digital	Communities are digitally connected, innovative technologies are supported and there is improved connectivity and mobility, across the region	
Health	Health and Wellbeing	Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	Public rights of way and waterways Promoting and raising awareness of sustainable transport options Supporting and promoting health and wellbeing Reducing noise pollution
Health	Air Quality	Ensure transport initiatives improve air quality across the region to exceed good practice standards	Improving air quality
Safety	Safety	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero - zero fatalities or serious injuries	Safety for all - a safe systems approach Ensuring transport security
Environment	Environment	Deliver a transport network that protects and enhances our natural, historic and built environments	Protecting our natural environments Enhancing our built environments and protecting our historic environments
Climate	Climate Change	Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change	Reducing the carbon emissions from travel

MONITORING & PERFORMANCE

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INTRODUCTION

OVERVIEW

A set of focused, clear, and measurable indicators provides accountability and incentives for improved performance and can help deliver better value for money as interventions are sought to maximise performance.

The Combined Authority will at all times aim investment in the transport network that offers the best value for money for Cambridgeshire and Peterborough. The performance indicators will be essential to the Combined Authority as part of its decision making about future priorities for funding in pursuit of the aims and objectives of this LTCP.

This LTCP has a total of twenty-two indicators and sixteen targets, these cover those areas considered most critical to local success. These are central to and most closely aligned to this LTCP.

These locally relevant performance indicators have been grouped into three categories, designed to provide a clear measure of performance and delivery:

- Targets – where it is considered that an outcome is clearly attributable to our actions. As a result of this more direct influence, numerical targets have been set which act as a driver of performance;
- ‘Traffic lights’ – where measuring progress is also useful, but where many actions have contributed to an outcome, a ‘traffic light’ system is used to identify overall trends; and
- Monitoring only – indicators that lie outside of the partners’ direct influence and are therefore not considered to be a fair measure of performance, or where data quality is not sufficiently accurate to measure performance.

Figure xx shows the outcomes being sought to ensure the aims and objectives of this LTCP are achieved in a timely and effective manner. These are colour coded to the set of indicators that are best placed to demonstrate the impacts of the agreed transport priorities.

Further indicators may be developed as a result of new and emerging trends, especially in light of the continued emergence from the Covid-19 pandemic.

In addition, Public Health outcomes and indicators, developed by the NHS, may be useful in performance monitoring of this LTCP and we will explore these issues with partners as the plan continues to be rolled out.

It is the intention of the Combined Authority to continue to monitor progress on implementing LTCP on an annual basis. It will therefore form an essential element of the process of review and decisions on future spending. The metrics will be reported by the Combined Authority’s Programme Management Office to the Transport and Infrastructure Committee on a regular basis. The metrics reported will have regular milestones and appropriate programme review dates to track progress and make the necessary amendments.

Due to the Covid-19 pandemic it is essential to have an appropriate baseline against which progress can be monitored. Therefore, the indicators and targets outlined in the Plan will be baselined in 2022 and assessed against 2019 to ensure they reflect the current demands and position. Following this, targets and trajectories will be established, agreed, and monitored by the Transport and Infrastructure Committee.

Indicators	Targets
<ul style="list-style-type: none"> Number of peak hour vehicle journeys 	<ul style="list-style-type: none"> Journey time reliability on strategic important routes during the AM peak Key Route Network speed (AM peak) % change in peak period journey time along key routes and corridors (by vehicle type)

Climate Change & Environment

Indicators	Targets
<ul style="list-style-type: none"> Trips per person by mode of transport or journey purpose Proportion of urban trips under five miles taken by (i) walking & cycling, (ii) Public Transport % of plug-in vehicles 	<ul style="list-style-type: none"> Reduce per capita transport carbon emissions Number of charge points available to the public

Health

Indicators	Targets
<ul style="list-style-type: none"> Proportion of people within xx mins of green open space % of deaths attributed to air pollution 	<ul style="list-style-type: none"> % increase use of cycling Levels of noise pollution Levels of light pollution Levels of air pollution Transport related AQMAs Reduce levels of traffic derived Nitrogen Dioxide Length of cycleway per district

Safety

Indicators	Targets
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<ul style="list-style-type: none"> • Number of child pedestrian casualties per 1,000 children in population • Reduce the number of highway casualties • Proportion of people who say they do not use public transport because of fear of crime • Child pedestrian accident rates • KSI casualties in 10% most deprived areas • KSI casualties by road user type and district • KSI casualties by user type vs user type 	
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APPENDIX

To be written on finalisation of the final document (autumn 2022)

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DATABOOK

To be written on finalisation of the final document (autumn 2022)

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GLOSSARY OF TERMS

To be written on finalisation of the final document (autumn 2022)

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REFERENCES

To be written on finalisation of the final document (autumn 2022)

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