



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

CAMBRIDGESHIRE AND PETERBOROUGH INTERIM LOCAL TRANSPORT PLAN

JUNE 2017

CAMBRIDGESHIRE AND PETERBOROUGH LOCAL TRANSPORT PLANS: SUMMARY NOTE

The purpose of this document is to provide an overview of the Combined Authority Interim Local Transport Plan.

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Executive Summary

Introduction & Background

The directly-elected Mayor and the Cambridgeshire and Peterborough Combined Authority hold strategic transport powers and are the Local Transport Authority for the Cambridgeshire and Peterborough area. They are responsible for allocating local transport funding to the most important local roads to help improve traffic flow and reduce congestion. The Mayor sets the overall transport strategy for Cambridgeshire and Peterborough, called the Local Transport Plan.

This document brings together the Local Transport Plans previously agreed by Cambridgeshire County Council and Peterborough City Council. They are now adopted into a single plan for the whole area.

Vision

The Combined Authority will improve transport and the physical connections between communities including cities, towns and rural areas, as a means of unlocking sustainable growth and recognising the significance of transport in growing the economy.

It will also seek to improve connectivity through improved digital infrastructure, grow international recognition for the region's knowledge based economy and improve quality of life by tackling areas suffering from deprivation.

The responsibilities of the Mayor include:

1. Ensuring the delivery of integrated public transport networks for the region;
2. A multi-year local transport budget for Cambridgeshire and Peterborough;
3. Management and maintenance of a new Key Route Network of local authority roads;
4. Passenger transport, including the ability to franchise bus services in the Cambridgeshire and Peterborough area.

The Combined Authority is also committed to securing additional rolling stock for the region's railway services, identifying infrastructure needed for forthcoming housing and employment developments, and improvements at key pressure points on the strategic road network.

Highlights

There have been a number of successful developments within Cambridgeshire and Peterborough:

A14: Work has commenced on the A14 to bypass Huntingdon, this major scheme is being carried out by Highways England and will see the rerouting of the congested A14 route to enable additional capacity;

A142: Work on the A142 around Ely has begun, the project will see the route of the A142 changed to bypass the need to enter Ely city, and avoids a number of hazards, rail station junction, low bridge and a mini-roundabout which have low capacities and struggle under peak time traffic;

Cambridge North: The new train station in Cambridge, close to the science park is now operational. The £50m state-of-the-art station is seeing continuous patronage growth and is expected to go some way towards encouraging a modal shift for many Cambridge commuters;

A47: Work on the A47 junction 20 has been completed. This project will result in journey time reliability, will directly assist in reducing congestion and will provide additional capacity to facilitate the delivery of the Paston Reserve and Norwood residential developments.

Local Transport Plan

To deliver on these transport ambitions for the region and in line with statutory requirements, the Mayor and Combined Authority will develop a brand new Local Transport Plan, outlining the new authority's transport policies.

Local Enterprise Partnership					
Strategic Economic Plan					
Combined Authority					
Local Transport Plan					
Peterborough	Cambridgeshire				
Local Transport Plan incorporating Long Term Transport Strategy	Local Transport Plan incorporating Long Term Transport Strategy				
Local Plan	Cambridge	East Cambs	Fenland	Hunts	South Cambs
	Local Plan	Local Plan	Local Plan	Local Plan	Local Plan

Figure 1 Transport Strategies and Spatial Land Use Local Plans in the Cambridgeshire and Peterborough area

It is proposed to bring forward plans and undertake work to develop a new Local Transport Plan for the Combined Authority to a future meeting of the Board. This will include consultation with residents, to ensure that the Local Transport Plan properly represents the needs of communities and stakeholders across the entire region.

During this period, the Combined Authority will use the following documents as its *de facto* interim Local Transport Plan:

- **The Third Local Transport Plans for Cambridgeshire, and Long Term Transport Strategy**
- **The Fourth Local Transport Plan for Peterborough, and Long Term Transport Strategy**

These two documents cover the entirety of the Cambridgeshire and Peterborough region, containing a vision for the transport network, and a cross-selection of scheme policies that will realise this vision.

Both Plans were prepared in close consultation between the two councils, local communities and stakeholders. While some of the schemes identified have already been progressed, and some already been delivered, most schemes have yet to be implemented, and so it is appropriate for them to serve as the basis for the interim Local Transport Plan in the short term, recognising that some new schemes may need to be added. These plans also cover a time period well beyond the time in which a new Local Transport Plan will be developed.

Document	Time period covered	Consultation Period	Adoption date
Local Transport Plan 3 for Cambridgeshire	2011-2031	Spring 2010	March 2011
Local Transport Plan 3 refresh and Long Term Transport Strategy for Cambridgeshire		Summer 2014	July 2015
Local Transport Plan 4 for Peterborough	2016-2021	Autumn 2015	April 2016
Long Term Transport Strategy for Peterborough	2011-2026	Summer 2010	April 2011

Table 1 Time period and LTP Consultation dates

Key features of existing LTPs

The Cambridgeshire LTP demonstrates how policies and plans for transport will contribute towards the County Council's vision of creating communities where people want to live and work. The LTP also pays particular attention to the role of the City Deal in delivering up to £500 million in transport infrastructure over the next 15-20 years. Many candidates for schemes that could be delivered in the City Deal have been identified, and these are listed in further detail in the Council's Long Term Transport Strategy. Elsewhere, the LTP seeks to be realistic about the availability of

funding to deliver wider transport aspirations, and consequently places an emphasis on schemes which will either deliver the growth agenda, resolve existing transport challenges, or be delivered through the means of external funding.

The Peterborough LTP outlines transport policies that will seek to improve transport for everyone who chooses to live and work in the city. The document places a particular emphasis on the sustainable growth agenda, and securing the delivery of a substantial number of jobs and houses in the city. In light of the growth agenda, the strategy is developed as a spatial strategy. The authority area is divided into five regions (Core, City Centre, Peripheral, Outer and Rural) for this purpose, each of which have specific transport needs (see figure 5).

The strategies of both documents are sufficiently robust to form the Combined Authority's interim Local Transport Plan until it has developed its own transport vision and strategy. It should also be said that so much has changed in the region with regards to transport programmes and schemes, that both Cambridgeshire County Council and Peterborough City Council welcome the opportunity to work with the Combined Authority in refreshing existing LTP commitments, and bringing forward a transport programme that meets the needs of all residents across the region. This will include any changes that come about from national or local policies.

1. Requirements of the Local Transport Plan

- 1.1 All local authorities in the country are required to produce a Local Transport Plan (LTP). This requirement was initially brought in by the Transport Act 2000, which stipulated that each local transport authority must develop policies 'for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services to, from and within their area' and prepare a document called the 'Local Transport Plan' which contains these policies.
- 1.2 The Local Transport Act 2008 added a further requirement that the LTP must contain 'proposals for the implementation of those policies'. Many authorities in the country, including Cambridgeshire County Council (CCC) and Peterborough City Council (PCC), have opted to fulfil this latter requirement by developing a Long Term Transport Strategy (LTTS), which functions as a sister document to the LTP, in addition to other smaller strategy documents.
- 1.3 A DfT note, 'Guidance on Local Transport Plans', issued in 2009, impressed upon the need for LTPs to address key policy guidelines. The guidance was helpful to understand the content needed such as, the statutory requirements and the content that could be included. This covers areas such as climate change, network management, noise reduction and so on. A comprehensive list of these items can be viewed in Appendix 1. While this list is by no means exhaustive, it covers much of the policy ground a LTP is expected to cover. There are a variety of plans and strategies not mentioned in the table above. Of critical importance to existing and emerging LTPs for both Peterborough City Council and Cambridgeshire County Council are the emerging Local Plans prepared by Peterborough City Council and district councils in the region.

2. Overview of existing Local Transport Plans

Cambridgeshire

2.1 The Third Local Transport Plan for Cambridgeshire is a wide-ranging document, which in addition to fulfilling statutory requirements, contains the County Council's wider transport strategic and policy aims. It also signposts to the County Council's Long Term Transport Strategy, and the Transport Delivery Plan. The Local Transport Plan is also to be read alongside an accompanying Strategic Environmental Assessment, Habitats Regulations Assessment and Rights of Way Improvement Plan. It was formally adopted by the Council in March 2011. The relationship between the Third Local Transport Plan and other key policy documents can be seen in the diagram below.

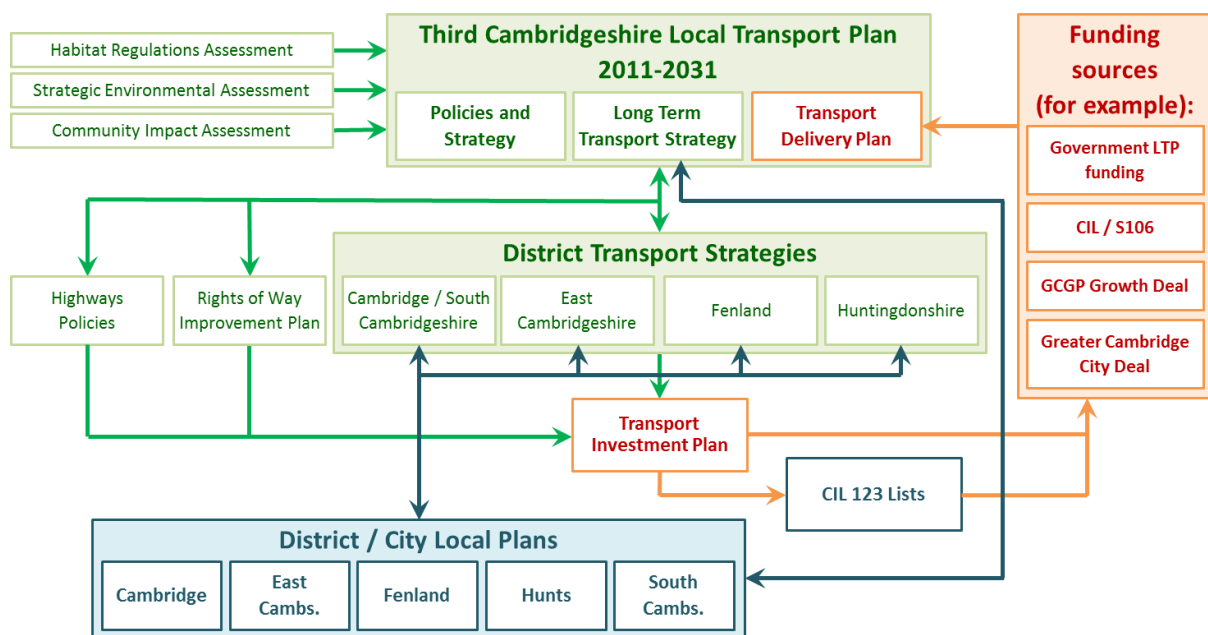


Figure 2 The suite of transport policy documents for Cambridgeshire

2.2 The Long Term Transport Strategy fulfils the statutory requirement of proposals for implementation of the Council's transport policies. Accordingly, while the document contains revised and more detailed strategy aims, its core function is to identify the necessary infrastructure for realising the Council's transport aims. The latter half of the document is a long list of schemes, containing estimated timescales and costs for delivery.

Peterborough

2.3 The combined Fourth Local Transport Plan for Peterborough and Long Term Transport Strategy is a wide-ranging document which is a refresh of both previous LTPs and LTTS. The document was adopted in January 2016 and covers the period 2016 to 2021 with the refreshed LTTS covering 2011 to 2026. The document is a supporting document of the City Council's Local Plan which

sets out the delivery of 25,500 new homes and 20,000 new jobs by 2026, and is consequently intrinsic to the Council's wider objectives, as shown below.

- 2.4 The Long Term Transport Strategy identifies the major infrastructure requirements that are needed to address the existing problems and capacity constraints on Peterborough's transport network, and the further infrastructure that is required to cater for the transport demand associated with planned growth, containing estimated timescales and costs for delivery.

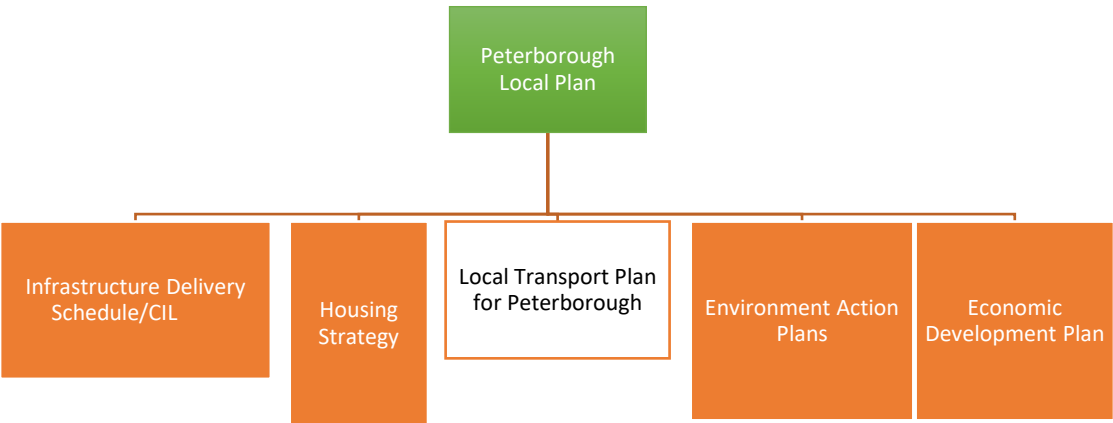


Figure 3 The key strategies and plans which inform the Peterborough Core Strategy

3. Executive Summaries, Objectives and Aims

Cambridgeshire

3.1 The strategic aims of the Cambridgeshire LTP3 are as follows and are aligned to the wider aims of the County Council:

- a) Enabling people to thrive, achieve their potential and improve quality of life
- b) Supporting and protecting vulnerable people
- c) Managing and delivering the growth and development of sustainable communities
- d) Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise
- e) Meeting the challenges of climate change and enhancing the natural environment

3.2 The policy process behind the strategy is centred around these strategic aims. These are then used to consider specific transport issues and challenges that the strategy is to resolve. An action plan of policies on how to resolve these challenges is then offered.

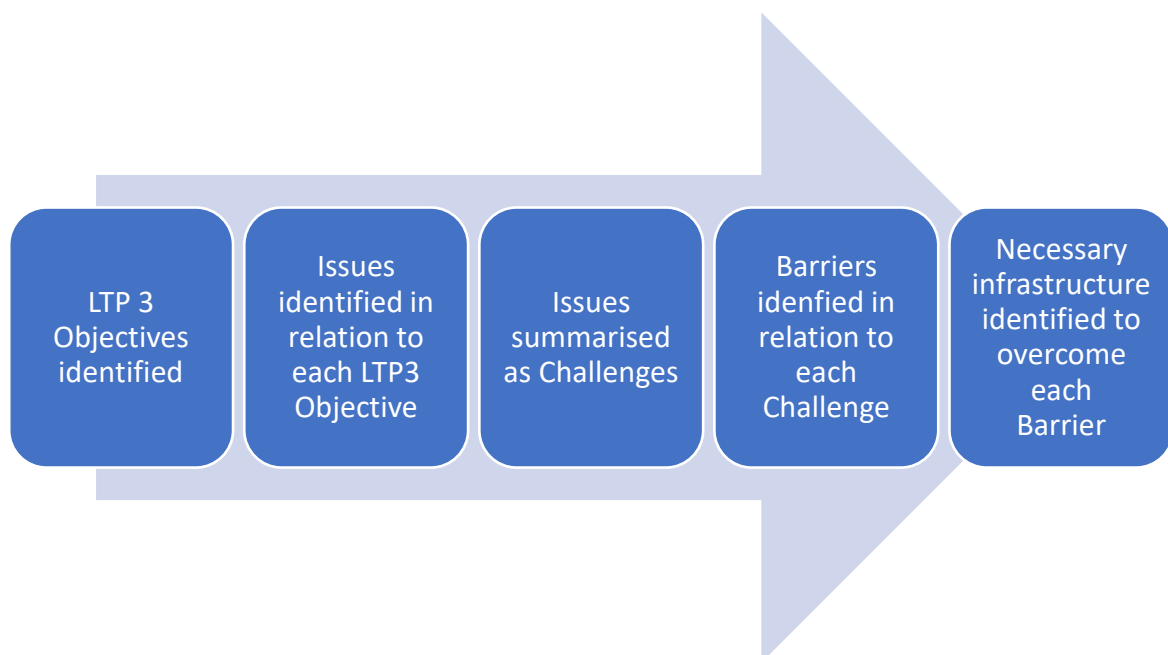


Figure 4 The LTP3 policy development process

3.3 The LTP3 analysis of relevant issues and challenges is summarised in the table overleaf.

LTP 3 Objective	Issue	Challenge
1.Enabling people to thrive, achieve their potential and improve quality of life 4. Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise	<ul style="list-style-type: none"> - Dispersed rural population - Safety on the road network - Contributing to better health and active travel 	<ul style="list-style-type: none"> - Ensuring people - especially those at particular risk of social exclusion - can access the services they need within reasonable time, cost and effort wherever they live in the county. - Addressing the main causes of road accidents in Cambridgeshire. - Making environmentally sustainable modes of transport a viable and attractive alternative to the private car.
3.Managing and delivering the growth and development of sustainable communities	<ul style="list-style-type: none"> - Growth of the local economy - The wider economy 	<ul style="list-style-type: none"> - Reducing the length of commute and the need to travel by private car. - Making sustainable modes of transport a viable and attractive alternative to the private car. - Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire. - Improving the reliability of journey times by managing demand for road space, where appropriate and maximising the capacity and efficiency of the existing network.
5.Meeting the challenges of climate change and enhancing the natural environment	<ul style="list-style-type: none"> - Reducing carbon dioxide emissions in a growing local economy - Dealing with the effects of climate change - Air quality - Noise - Landscape, biodiversity, geodiversity, heritage and historic environment 	<ul style="list-style-type: none"> - Protecting and enhancing the natural environment by minimising the environmental impact of transport. - Future-proofing our maintenance strategy
2.Supporting and protecting vulnerable people	<ul style="list-style-type: none"> - Groups at risk of deprivation in Cambridgeshire - Ageing and growing population - Road accidents involving vulnerable people 	<p>Ensuring people - especially those at particular risk of social exclusion - can access the services they need within reasonable time, cost and effort wherever they live in the county.</p> <ul style="list-style-type: none"> - Addressing the main causes of road accidents in Cambridgeshire

Table 2 LTP3 Objective Issue Challenge

Peterborough

- 3.4** The overall vision for Peterborough is set out in the Sustainable Community Strategy 2008 to 2021 and is summarised below:

'A bigger and better Peterborough that grows the right way, and through truly sustainable development and growth.'

Improves the quality of life for all its people and communities and ensures that all communities benefit from growth and opportunities it brings.

Creates a truly sustainable Peterborough, the urban centre of a thriving sub-regional community of villages and market towns, a healthy safe and exciting place to live, work and visit, famous as the Environment Capital of the UK.'

- 3.5** Transport plays an important part in meeting this vision, therefore this statement is adopted as the overarching vision for the LTP4 and LTTS. The City Council has seven strategic priorities to deliver this vision which have also been adopted as the overarching priorities of LTP4 and the LTTS. These priorities are:

- Drive growth, regeneration and economic development
- Improve educational attainment and skills
- Safeguard vulnerable children and adults
- Implement the Environment Capital agenda
- Support Peterborough's culture and leisure trust Vivacity
- Keep all our communities safe, cohesive and healthy
- Achieve the best health and well-being for the city

Transport Vision

- 3.7** The core components of Peterborough's LTP4/LTTS transport vision are as follows:

- Promote sustainability
- Accommodate Peterborough's growth aspirations
- Confront the challenges facing Peterborough
- Meet the national, regional and local transport goals.

- 3.8** The policy aims of the LTP4 are centred around explaining how this vision will be realised spatially. The strategy is consequently broken down into five city zones: Core, Centre, Peripheral, Outer and Rural.

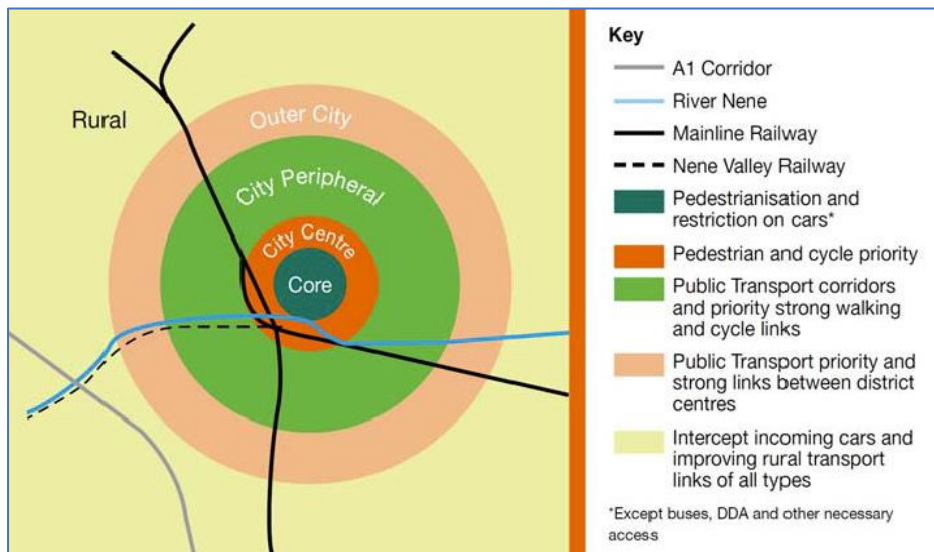


Figure 5 The five zones of the Peterborough LTP4 spatial strategy

3.9 Policies are developed by transport mode/issue: the strategy outlines a series of specific transport goals to deliver the vision in the areas of Smarter Choices, Walking, Cycling, Accessibility, Public Transport (Rail, Bus and Private Hire vehicles), Electric Vehicles, Travel Plans, School Travel, Rural Transport, Intelligent Transport Systems and Road Safety, Traffic management, Motorcycles, Strategic Road Network, Freight, Parking, Pollution).

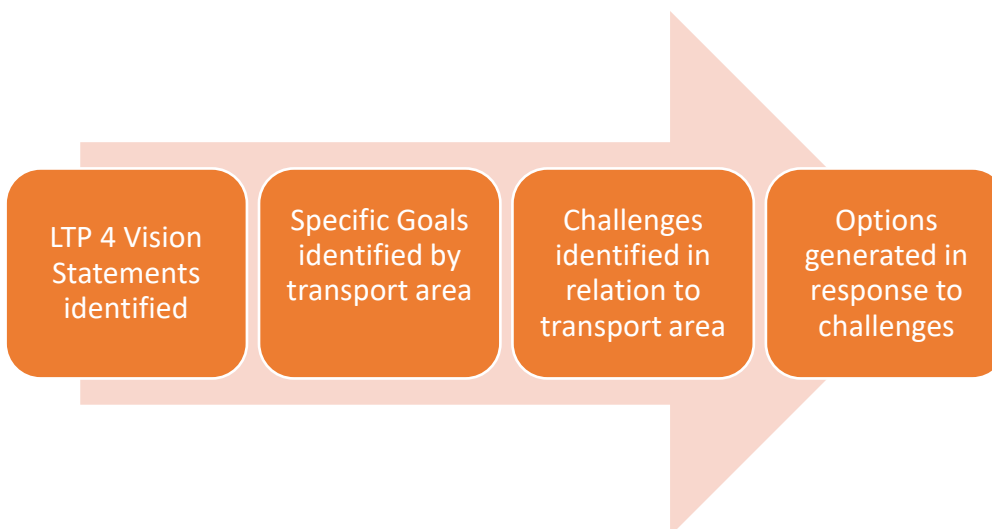


Figure 6 The LTP4 policy development process

3.10 Peterborough's LTP4 analysis of relevant transport issues, challenges and high level options is summarised in the table overleaf.

Mode	Transport Issue	Transport Challenge	Option
Smarter Choices	Reduce the adverse impacts of transport on climate change	Reduce the need to travel by fossil fuel vehicles hence reducing forecast emissions in greenhouse gases	Smarter Choices Reduce the need to travel by fossil fuelled car
	Increase in population will increase traffic and thus increase in pollution		
Walk / Cycle	Walking and cycling trips are made more complex by features such as River Nene, railway lines, dual carriageways and roundabouts	Improve cycling / walking opportunities	Pedestrian / cycle route improvement
	Most roads create both psychological and physical barriers to pedestrian movement with limited at-grade crossings	Reduce both physical and psychological barriers to sustainable transport modes	Pedestrian / cycle crossings
Public Transport	Public transport information	Improve public transport information	Travel Information and Interchange
	Interchange between the city's bus and railway station	Improve surface access and interchange arrangements at and between all modes of travel	
	Lack of integration between taxi, private hire vehicles (PHV) and the public transport network		Interchange Improvements
	Lack of public transport provision in some areas. Orbital bus routes around the city centre can result in correspondingly long journey times for orbital movements	Enhance public transport opportunity / coverage	Enhanced Transit Systems
	Bus punctuality		
	Bus frequency		

Mode	Transport Issue	Transport Challenge	Option
	Rural bus services are not as frequent as those for urban areas		Other Bus Service Improvements
	Bus reliability can be compromised in the peak periods, when buses enter mixed traffic routes closer to the city centre	Reduce impact of congestion during peak periods on public transport	Bus Priority Measures
Strategic Road Network	The parkway system is nearing capacity, compromising its ability to cater for future growth in trips. In particular A1139 Frank Perkins Parkway Junction 4-5 and A1260 Nene Parkway Junction 32-33	Tackle congestion and improve journey time reliability, particularly along the parkway system	Demand Management and Information Systems
		Improve resilience of network to impact of accidents, roadwork's and weather	
	Increased traffic congestion reduces journey time reliability	Improve journey time reliability for movement of goods and business users	Freight Improvements
		Reduce productivity impacts of congestion by improving journey time reliability and reducing delays	Parkway "congestion hotspot" Improvements
		Reduce vulnerability of network to terrorist attack and natural disaster	Trunk Road Improvements
			Demand Management and Information System
Highways and Parking	Car Park accesses can be the focal point of congestion on the network	Reduce congestion on approaches to city centre car parks	Reduce the need to travel by car Smarter Choices
	Circulating traffic looking for car parking can increase congestion	Reduce circulating traffic	Car Park Guidance Systems

Mode	Transport Issue	Transport Challenge	Option
	Growth agenda will further accelerate traffic growth across the city	Ensure transport capacity to accommodate growth agenda	Development Accesses
	Increased traffic congestion will jeopardise growth agenda		Other Highway Improvements
	Increase in population will increase traffic and thus increase pollution	Continue the downward trend in both nitrogen dioxide and particles beyond 2015, particularly in the context of the growth agenda	Reduce the need to travel by car Smarter Choices Smarter Vehicles
Highways and Parking	The negative effect of transport to the environment	Through traffic removed from city centre	City Centre Improvements
		Improve the urban landscape and environment	Traffic Management - Reduce traffic flow in sensitive areas
		Improve air and noise quality	
	Increased traffic congestion affects journey time reliability	Improve journey time reliability, particularly along the parkway system	Reduce the need to travel by car - Smarter Choices, Demand Management and Information Systems, Improve highway
	Road casualties amongst male drivers in the 17 to 25 year age range form a significant proportion of the total road traffic casualties	Secure improved road safety	Traffic Management - Education
	Road safety quick wins have been delivered. Challenge in tackling more difficult accident problems, and traffic flow will continue to grow		Traffic Management
	Air and Noise issues		Traffic Management
	General Safety concerns	Reduce fear of crime	Improve Public Transport, Walk and Cycle
		Reduce vulnerability of network to terrorist	Demand Management and Information Systems

Mode	Transport Issue	Transport Challenge	Option
		attack and natural disaster	
Health	Health related problems due to inactivity	Improve cycling / walking opportunities	Pedestrian / Cycle Route Improvements
	Health related problems due to transport emissions and noise	Improve air and noise quality	Smarter Choices

Table 3 Transport Issues, Challenges and Options

Performance indicators

3.11 Both LTPs outline a series of performance indicators to monitor progress against the LTP objectives stated above. There is a significant degree of commonality in the targets identified for the Peterborough and Cambridgeshire LTPs. Targets in both plans have been designed with a degree of flexibility and are subject to being amended in accordance with changes in national policy or guidance. A list of the indicators can be seen in Appendix 2.

4. Challenges and Strategy

- 4.1** Both LTP documents develop their strategy by identifying core challenges and options to address them. For Cambridgeshire, these challenges are devised in response to wider strategy objectives; for Peterborough, the strategy is spatial, and broken down by transport mode.
- 4.2** Both LTP documents highlight a user-hierarchy. The user hierarchy determines how consideration should be given to the needs of various user groups wherever practical in developing transport proposals. The user-hierarchy for both LTPs prioritises pedestrians, cyclists and public transport users. Similarly, policy solutions emerge in both documents which place a strong emphasis on meeting the needs of these groups.

Cambridgeshire	Peterborough
Pedestrians	Pedestrians
Cyclists	Cyclists
Public Transport	Public Transport (including coaches and taxis)
Specialist service vehicles	Motorcycles
Other motor vehicles.	Rail freight
	Commercial use vehicles
	Car borne shoppers
	Car borne commuters

Table 4 User Hierarchy

Cambridgeshire

- 4.3** The core strategy for the Cambridgeshire LTP3 is summarised in Figure 4.1 of the LTP. This is reproduced overleaf for reference.

Challenge	Our Strategy
<p>Challenge 1: Improving the reliability of journey times by managing demand for road space, where appropriate and maximising the capacity and efficiency of the existing network</p>	<ul style="list-style-type: none"> - Utilise Intelligent Transport Systems to better manage our transport network and thereby improve the reliability of journey times. - Investigate the potential to manage demand where this can help to improve conditions for sustainable modes of transport and maximise the capacity of the network. - Support measures which encourage more freight onto rail and work with freight operators to promote the use of the most appropriate routes for road freight. - Maintain the transport network to facilitate the efficient and safe movement of traffic.
<p>Challenge 2: Reducing the length of the commute and the need to travel by private car</p>	<ul style="list-style-type: none"> - Support the development strategy for Cambridgeshire by aiming to reduce the need to travel and by providing sustainable travel options for new developments. - Focus on securing school, workplace and residential travel plans and support and encourage employers to adopt smarter choices measures to help reduce the need to travel. - Support and encourage journey planning tools to improve information available for journeys by sustainable modes.
<p>Challenge 3: Making sustainable modes of transport a viable and attractive alternative to the private car</p>	<ul style="list-style-type: none"> - Make sustainable modes of transport more attractive by developing walking and cycling networks. - Make it easier for people to change between modes of transport. Work with bus operators to provide high quality bus services. - Improve the environment and safety of pedestrians, cyclists and public transport users. Focus on raising awareness of available transport choices, and the health and environmental benefits of cycling and walking. - Work with local planning authorities to ensure facilities for sustainable modes form an integral part of new development.

Challenge	Our Strategy
<p>Challenge 4: Future-proofing our maintenance strategy and new transport infrastructure to cope with the effects of climate change</p>	<ul style="list-style-type: none"> - Use a risk management approach to help determine priority areas for adapting to climate change and focus delivery of our adaptation action plan. - Take account of the projected impacts of climate change at the scheme design stage, making use of emerging technologies as they become available. - Build new infrastructure to the latest standards for withstanding the impacts of climate change.
<p>Challenge 5: Ensuring people – especially those at risk of social exclusion – can access the services they need within reasonable time, cost and effort wherever they live in the county</p>	<ul style="list-style-type: none"> - Focus on access to key services in the nearest main service centre, e.g. large village or market town. - Consider the whole journey, including the interaction between different modes of transport, aiming to provide suitable transport provision for necessary journeys. - Continue to support the development of community transport and investigate alternative forms of public transport where traditional bus services do not meet people's needs. - Work with service providers to innovate in the way services are delivered locally.
<p>Challenge 6: Addressing the main causes of road accidents in Cambridgeshire</p>	<ul style="list-style-type: none"> - Focus on education, training and publicity to improve road user behaviour, particularly targeting young drivers and riders, users of rural roads and children. - Progress our programme of measures aimed at reducing casualties at accident cluster sites that will give the highest casualty reduction. - Work with the police and other agencies through the Cambridge and Peterborough Road Safety Partnership.

<p>Challenge 7: Protecting and enhancing the natural environment by minimising the environmental impact of transport</p>	<ul style="list-style-type: none"> - Focus on working with the district councils to reduce levels of air pollution in order to meet national objectives. - Manage and reduce levels of vehicle emissions and encouraging increased usage of sustainable modes of transport. - Investigate the use of new technologies as they become available. - Environmental issues such as biodiversity, noise, historic environment and impacts on the landscape will be considered at the earliest stages of transport projects. - Support the provision of green infrastructure. - Reduce carbon dioxide emissions through a programme of smarter choices measures, improvements to sustainable travel options and the management of car use.
<p>Challenge 8: Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire</p>	<ul style="list-style-type: none"> - Reflect national policies in the Local Transport Plan and in our policies and strategies. - Continue to lobby for rail passenger infrastructure and service improvements. - Support the increased use of rail freight to take pressure off the road network and improve the environmental sustainability of longer distance freight movements, and the delivery of the infrastructure necessary to facilitate this. - Continue to lobby for necessary improvements to the A14 Trunk Road, and for other improvements to the Motorway and Trunk Road networks where they are necessary to meet local objectives and to support growth in Cambridgeshire.

Table 5 LTP3 Transport Challenges

4.4 The strategy then explores more detailed mitigation measures in response to each of the policies stated above.

Peterborough

4.5 The core strategy for the Peterborough LTP4 is summarised in Table 8 of the LTP. This is reproduced below for reference.

Area	Improvement
City Core:	<ul style="list-style-type: none"> - Reduce the number of vehicles (except buses) driving through the core of the city centre - Continue to enhance walking and cycling routes and increase the number of bike racks and other facilities to encourage people to cycle more - Improve signs in the city centre to make it easier for people to find the quickest route to where they need to go - Improve Real Time Passenger Information (RPTI) to make it easier to access bus and rail times - Provide interactive travel information to give people the choice of travel options - Look to create fixed loading times for lorries and freight vehicles outside of peak shopping times - Make the heart of the city more user-friendly for all ages but focus on older people and those with disabilities - Improve access to and around the city centre for those with mobility difficulties - Implement public realm improvements
City Centre	<ul style="list-style-type: none"> - Giving priority to buses on the roads to make public transport journeys the quickest and easiest way of getting around - Creating better cycle routes and walk ways around the city centre to give cyclists and pedestrians priority access. - Relocating car parks to free up land to create more city centre for public realm improvements and development opportunities - Improving city taxi ranks - Improving RTPI to make it easier for people to access bus and train times - Providing interactive travel kiosks to give people information about the choice of travel options - Look to create fixed loading times for lorries and freight vehicles outside of peak shopping times - Make the city centre more user-friendly for all ages but focusing on older people and those with disabilities - Improve access to and around the city centre for those with mobility difficulties - Support the uptake of electric and ultra-low emissions vehicles - Implement public realm improvements
City Periphery (inside of the	<ul style="list-style-type: none"> - Improve footpaths and cycle ways around the city centre

Area	Improvement
Parkway Network)	<ul style="list-style-type: none"> - Give priority to buses on the roads and make public transport journeys the quickest and easiest way of getting around - Encourage traffic on to the Parkway Network - Improve major roads for all transport users - Encourage more schools to get families to 'Park and Stride' to school as part of the school travel plans - Direct freight onto the strategic network to limit impact on residential neighbourhoods
Outer City (outside of the Parkway Network)	<ul style="list-style-type: none"> - Improving footpaths and cycle links around the city and by making them cleaner, greener and safer - Improve major roads for all transport users using SMART technology to maximise efficiencies on the Parkway Network - Improve major roads for all transport users - Encourage more schools to get families to 'Park and Stride' to school as part of the school travel plans - Direct freight onto the strategic network to limit impact on residential neighbourhoods
Rural	<ul style="list-style-type: none"> - Improving pedestrian and cycle routes as well as bridleways and byways through the Rights of Way Improvement Plan (ROWIP) and the Green Wheel - Working with Network Rail and local communities to close level crossing subject to acceptable mitigation measures - Improving sustainable transport links from rural areas to connect to transport hubs - Directing HGVs onto the major roads to limit impact on rural communities
Authority Wide	<ul style="list-style-type: none"> - Maximise the use of Intelligent Transport Systems (ITS) - Reduce unnecessary street clutter - Reduce road casualties (killed and seriously injured and slight injuries amongst all road users, particularly at black hot spot sites) - Promote all forms of sustainable transport in line with the transport hierarchy - Reduce the impact of freight vehicles on residential areas

Table 6 LTP4 Core Strategy

4.6 The strategy then outlines a series of policies by modes. The goals of each of these are also summarised for reference.

Transport Area	Vision/Summary of Strategy Approach
Smarter Choices	To provide a package of Smarter Choices measures that encourage and promote sustainable travel to all people travelling in and around Peterborough therefore influencing their travel choice
Walking	Increase the number of walking trips through the establishment of safe and interconnected pedestrian connections across the city, especially in the city centre and pedestrians will be given priority whenever possible.
Cycling	Increase the number of cycling trips through the establishment of safe and interconnected cycling links across the city, supported by other necessary infrastructure, such as cycle parking.
Accessibility	Improve access for those with mobility difficulties, and improve walking, cycling and bus access to key services.
Bus	Increase bus usage via provision of a high quality, reliable, user-friendly public transport system as well as encouraging the uptake of low emission vehicles.
Hackney Carriage and Private Hire	To have taxis readily available for passengers in Peterborough and offering a safe and comfortable journey as well as encouraging the uptake of low emission vehicles.
Rail	To ensure that Peterborough's railway station is fit for purpose and fully integrated with the city, and its wider transport connections.
Electric Cars	Develop infrastructure to promote and facilitate the use of electric and low emission vehicles.
Travel Plans	Residents, schools and employees in Peterborough should be able to make informed decisions and choose to travel by sustainable modes
School Travel	To engage with all schools supporting individual travel needs to increase sustainable travel on the school journey
Rural Transport	To provide a sustainable alternative to the private car in all parts of the authority area, with a particular emphasis on safety on the highway.
ITS/Traffic Management	Ensure the traffic network is managed as efficiently as possible, through the use of Intelligent Transport Systems and an expanded Urban Traffic Management Control.
Road Safety	Create a safer, and more efficient transport network.
Traffic management	Ensure the safe and efficient movement of all modes of transport
Motorcycles	Promote the safe use of motorcycles, with a particular emphasis on provision of secure motorcycle parking

Transport Area	Vision/Summary of Strategy Approach
Strategic Road Network	Maintain the road network in the most cost effective manner, through an Asset Management approach.
Freight	Encourage the reduction of freight transported via HGVs and encourage more freight to be transported via rail.
Car Parking	To provide a parking system that supports economic vitality within the city without compromising environmental aspirations
Pollution	Reduce the number of trips made by fossil fuelled vehicles and consideration of noise pollution is given with new infrastructure

Table 7 Policy by Mode

5. Major Schemes and LTTS

- 5.1 While the LTP documents for both Cambridgeshire and Peterborough are high level strategic documents, they identify specific schemes to be delivered to realise the strategy's aims.
- 5.2 Certain schemes are deemed to be 'Major Schemes', and concern significant investment to deliver a significant amount of infrastructure. These schemes function as headline interventions, and are integral for each authority in delivering their respective transport aims. These are demonstrated overleaf.
- 5.3 The map below demonstrates the Cambridgeshire schemes that are being delivered; a table listing each scheme is provided at Appendix 3.

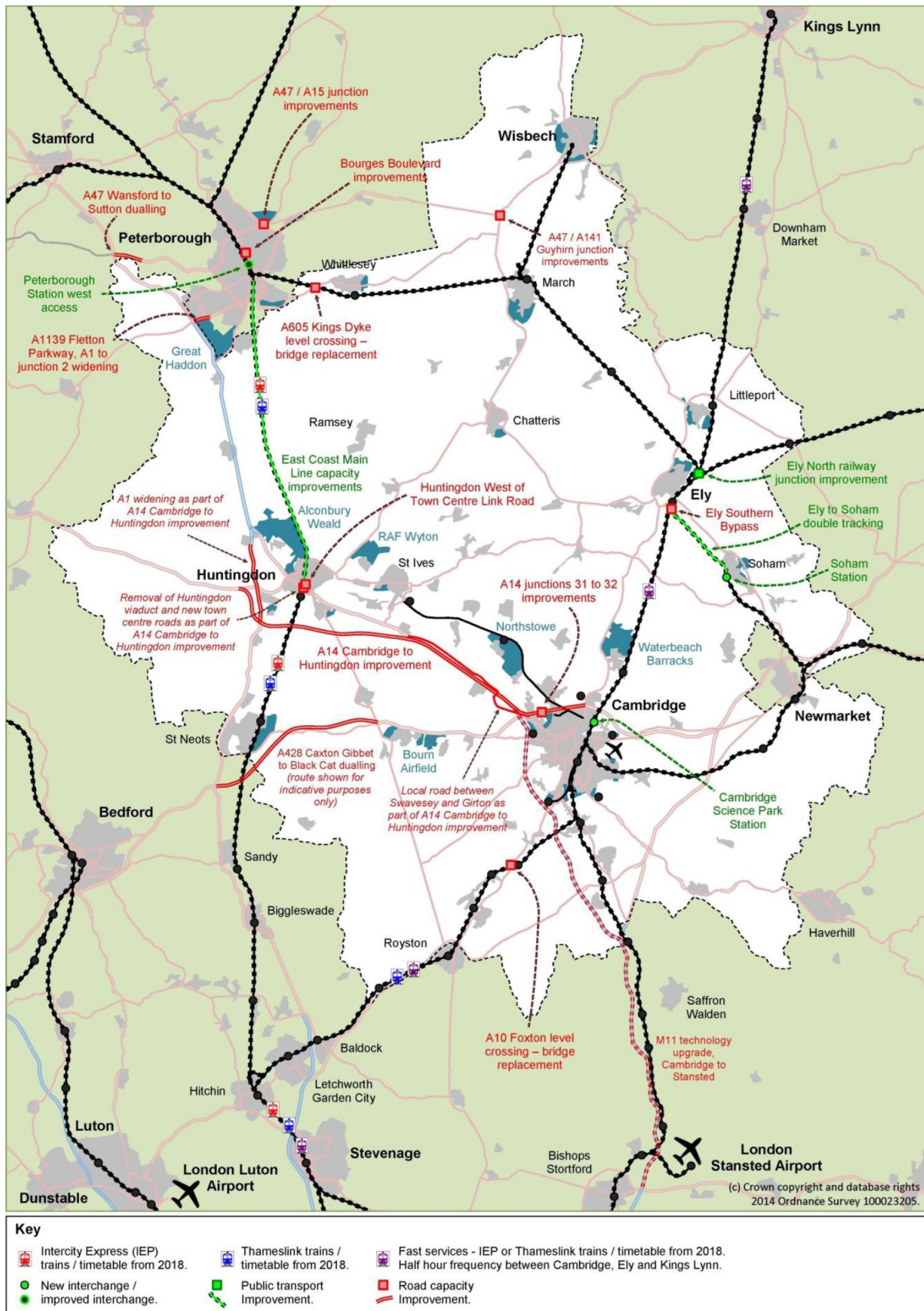


Figure 7 Cambridgeshire Transport Schemes

5.4 The map below summarises the major schemes being carried out in Peterborough, further detail is provided at Appendix 4.

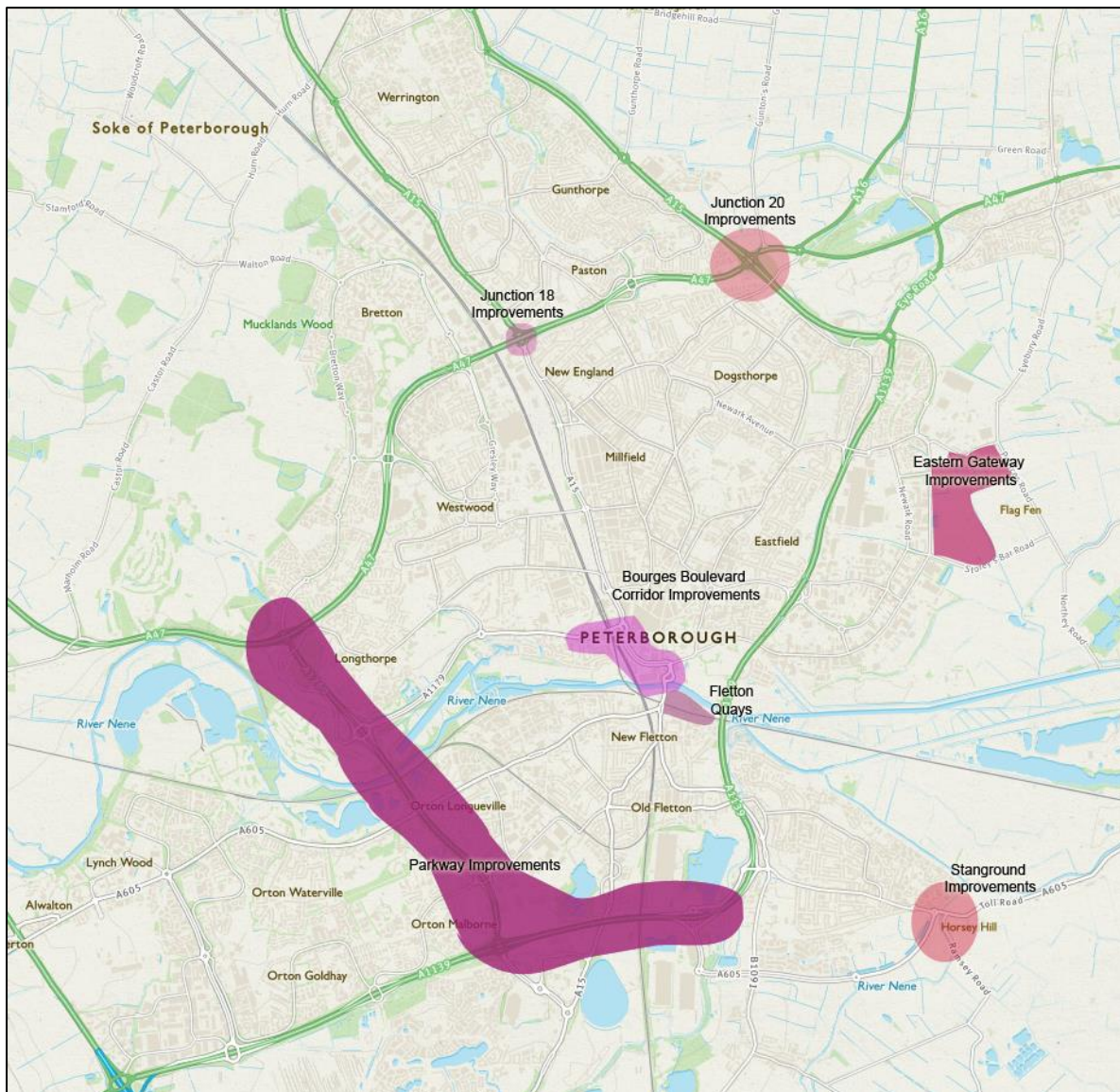


Figure 8 Peterborough Transport Schemes

Long Term Transport Strategy

5.5 The Long Term Transport Strategy (LTTS) is a sister document to the LTP and fulfils the statutory function of both local authorities to document proposals for the implementation of LTP policies. The core of both documents is an action plan of schemes, with accompanying details on delivery, cost and timescales.

Peterborough

5.6 The LTTS, as originally drafted, covered a 15 year period (2011-2026) but has now been updated to cover the period from 2016-2026, although the document includes schemes where implementation may be beyond this timescale. This

long term focus has enabled the City Council to articulate its strategic aims in a framework that is flexible, in a document that can be adapted in accordance with the development pattern and pace of change in Peterborough.

5.7 The LTTS is broken down into three distinct timescales:

- Short Term (2016-2021)
- Medium Term (2021-2026)
- Long Term (2026 and beyond)

5.8 The five year timescale blocks were deliberately chosen to reflect the traditional length of a LTP. This allows the focus of the high level LTTS to be separated into stages where a five year period can be lifted from the strategy and be worked up into more detail to create future LTPs.

Cambridgeshire

5.9 The Long Term Transport strategy for Cambridgeshire focuses on strategic transport policies and priorities which enable economic growth. It places a particular emphasis on the strategic transport infrastructure required to support emerging Local Plans of Cambridgeshire's districts to 2031 / 2036. While the strategy covers a separate local authority area, it should be stressed that the Cambridgeshire LTTS was developed in such a way as to align with the Peterborough LTTS. The rationale for this is that together, Cambridgeshire and Peterborough are at the core of the functional economic area of the Greater Cambridge and Greater Peterborough Enterprise Partnership (GCGPLEP) area. The LTTS consequently has informed priorities for investment through the GCGPLEP's Strategic Economic Plan which will in turn inform the GCGPLEP's negotiations for a growth deal with government through the Single Local Growth Fund.

5.10 Both documents contain information on delivery of the major schemes listed above, as well as many other schemes deemed necessary to realising the wider transport aims of the Peterborough and Cambridgeshire region.

6. Transport Issues to be covered in the New local Transport Plan

- 6.1 In writing the LTP and LTTS, both authorities have endeavoured to futureproof their documents, so that they can be revised or amended in line with major updates. However, there are a number of areas of interest which are not currently covered but will be considerations in the development of the new Local Transport Plan for the Combined Authority.

Devolution

- 6.2 The establishment of a Combined Authority for Cambridgeshire and Peterborough contains significant implications for the prioritisation of schemes, and the potential for their funding and delivery in particular.

Greater Cambridge City Deal

- 6.3 The Cambridgeshire LTTS contains many references to the Greater Cambridge City Deal, and candidate schemes which are able to be delivered on it. The new Local Transport Plan will provide an update on the City Deal programme's latest achievements and ambitions for the region, or the City Deal Future Investment Strategy.

Local Plans

- 6.4 Both Peterborough and Cambridgeshire's LTTS were written to support the emerging growth agenda. Peterborough's LTTS was written to support its own spatial strategy and Cambridgeshire County Council has worked closely with its five districts to develop a strategy that supports the five districts and their own emerging Local Plans. During that time, the allocations and timescales for Local Plans has changed. In particular, a new Local Plan for East Cambridgeshire; a new Draft Local Plan for Peterborough; ongoing decisions for the Draft Local Plan for Huntingdonshire, and significant delays surrounding the Cambridge City and South Cambridgeshire Local Plans have all resulted in significant changes to the anticipated timescale for housing and employment developments to come forward.
- 6.5 While the fundamental policies of the LTTS broadly remain unchanged, the proposals for delivery of these schemes will be refreshed aligned to the development of the new Local Transport Plan.

SEP refresh

- 6.6 The vision and priorities of the GCGPLEP are set out in the Strategic Economic Plan, which was submitted in April 2014. The SEP sets out the economic priorities for the local area and forms the basis for the Government's Growth Deals. The current Growth Deals are funding the Bourges Boulevard improvements in Peterborough and the Ely Southern Bypass and Kings Dyke Level Crossing in Cambridgeshire.

6.7 The GCGPLEP is currently reviewing and refreshing the SEP; it has secured £37.6 million in the third round of the Local Growth Fund in 2017. Any changes will be considered in the development of the new Local Transport Plan.

7. Appendices

Appendix 1 – DfT's Guidance on Local Transport Plans:

Area	Statutory Requirement to be included in the LTP?	Comments
Climate Change	Yes	The Act makes particular reference to climate change mitigation and adaptation, but authorities should consider how their strategies and implementation plans relate to all relevant environmental issues, including air quality, noise, landscape and biodiversity
Transport needs of older people, people with mobility difficulties, and people with disabilities	Yes	The Local Transport Act 2008, as amended, now requires an LTP to have regard to the needs of older people, people with mobility difficulties, and people with disabilities.
Network Management	No	While an examination of network management is not a statutory requirement of the LTP, transport authorities are required to manage their road network effectively. As there is significant overlap between network management concerns and wider transport policy aims, it is recommended that the LTP is developed with Network Management goals in mind.
Transport Asset Management Plan	No	Local authorities are increasingly adopting an Asset Management approach in relation to the preservation of their highways network. Any document which outlines, such as Cambridgeshire's TIAMP or Peterborough's should be integrated with the LTP.
Air Quality Action Plan	No	Local authorities have a statutory duty to review local air quality. Air Quality Action Plans are written by the local authority when an Air Quality Management Area is declared within the authority area. Any forthcoming AQAPs should be acknowledged in the LTP.

Area	Statutory Requirement to be included in the LTP?	Comments
Area	Statutory Requirement to be included in the LTP?	Comments
Rights of Way Improvement Plan	No	The Countryside and Rights of Way Act 2000 introduced a duty for all local highway authorities to prepare a Rights of Way Improvement Plan (ROWIP), in consultation with Local Access Forums. The current round of ROWIPs runs from 2007 to 2017. Local transport authorities may wish to integrate the appropriate ROWIP(s) with their LTP.
Noise Action Plans	No	Local Authorities are advised to incorporate any directives included in DEFRA Noise Action Plans
Bus Information Duty	No	Under the Transport Act 2000 (s139–141), local transport authorities have a duty to work with bus operators to determine what local bus information should be made available to the public, and the way in which it should be made available. It should include information about bus routes, timetabling of services, fares (including concessionary fares), facilities for disabled passengers, connections with other public transport services, and any other information the authority deems appropriate in relation to its area.
Local Economic Assessment Duty	No	Any Local Economic Assessment Duty undertaken by a local authority should be considered in production of the LTP.
Children and Young People's Plan	No	All local authorities have a statutory requirement to produce a Children and Young People's Plan. The LTP needs to address any recommendations made in the plan to improve the lives and wellbeing of young people and families
Sustainable Modes of	No	To meet provisions in the Education and Inspections Act 2006, local authorities are required to develop a Sustainable

Area	Statutory Requirement to be included in the LTP?	Comments
Travel Strategy		modes of travel strategy. It is recommended that this strategy feeds into the development of the LTP
National Park Management Plan and AONB Management Plans	No	Local transport authorities responsible for transport in National Parks and AONBs will want to consider how their LTP relates to these Plans.

Appendix 2 – Performance Indicators

Cambridgeshire	Peterborough
People killed or seriously injured in road traffic accidents	Total killed and seriously injured
Children killed or seriously injured in road traffic accidents	Child killed and seriously injured
Pedestrians and cyclists killed or seriously injured in road traffic accidents	
Road accident casualties slightly injured	Total slight casualties
Percentage of buses running on time Local bus passenger journeys originating in Cambridgeshire	Public transport patronage
Excess waiting time for frequent bus service	Bus punctuality
Cycling trips index	Proportion of residents who cycle for utility purposes
N/A	Proportion of residents who walk for utility purposes
Traffic travelling across the Cambridge radial cordon	Change in area wide road traffic
Congestion – average journey time per mile during morning peak	Congestion
Emissions of Greenhouse gases from road transport	Air Quality
Trends in NO2 concentrations in the Cambridge Air Quality Management Area, expressed as a 5 year running annual mean	
Trends in NO2 concentrations in the Cambridge Air Quality Management	

Area, expressed as a 5 year running annual mean	
N/A	Mortality attributable to air quality
Principal roads where maintenance should be considered	Principal road condition
Non-principal classified roads where maintenance should be considered	Non-principal classified roads condition
N/A	Unclassified road condition
N/A	Footway condition
N/A	ROWIP – ease of use of Public Rights of Way
N/A	Modal shift to sustainable transport modes
N/A	Bikeability training
N/A	Businesses with a travel plan
N/A	Physically active adults

Appendix 3 – Cambridgeshire Major Transport Schemes:

<i>Cambridgeshire</i>		
Schemes	Description	Status
A14 Cambridge to Huntingdon improvement scheme	A comprehensive improvement of the A14 between the Milton Interchange to the north of Cambridge and Ellington to the east of Huntingdon.	Underway
A428 Black Cat to Caxton Gibbet improvement	Dualling of remaining single carriageway section of the A428 / A421 between Caxton Gibbet west of Cambridge and the M1, including a grade separated junction at the A1 Black Cat roundabout	Roads Investment Strategy 1 scheme
A47/A141 Guyhirn Junction improvements	Creation of a new larger junction linking the A47 with the A141.	Roads Investment Strategy 1 scheme
Cambridge North railway station	A new railway station at Chesterton Siding in north Cambridge including a station building, car and cycle parking, station footbridge and access works.	Opening 23 May 2017
Cambridge North railway station busway access	Busway, pedestrian and cycle access from Milton Road (at the existing Busway junction) to the new station on the line of the old St Ives to Cambridge railway line	Opening 23 May 2017
A142 Ely Southern Bypass	New 1.7 km single carriageway bypass including viaduct over the river and flood plains, and a two span bridge over the Cambridge and Newmarket railway lines.	Underway

<i>Cambridgeshire</i>		
Schemes	Description	Status
Whittlesey Access Phase 1: A605 Kings Dyke level crossing	A bridge or underpass across the railway, removing the potential conflict between trains and vehicular traffic, as well as cyclists and pedestrians. A link to the industrial area north of the railway will also be provided.	In procurement
A10 Foxton level crossing	A bridge or underpass across the railway, removing the conflict between trains and vehicular traffic, cyclists and pedestrians. Scheme may also provide a new station footbridge or underpass, and improved interchange facilities	Future scheme
Soham Station	A new railway station on the site of the old station at Soham, including car and cycle parking, footbridge and access works.	Future scheme
Chisholm Trail cycle route, Cambridge	A new north south cycle route, broadly along the line of the railway between Cambridge Station and the new Cambridge Science Park Station.	In procurement

Appendix 4 – Peterborough Major Transport Schemes:

<i>Peterborough</i>		
Schemes	Description	Status
Bourges Boulevard	A series of walking, cycling and carriageway improvements to facilitate the future development of the city	Underway

Peterborough

Schemes	Description	Status
Fletton Quays	An upgrade of the A15 London Road/East Station Road junction, and enhanced pedestrian and cycle links from the development	Underway
Midgate, Broadway and Northminster public realm improvements	Improvements to vehicular routes in these areas as well as an improvement of the pedestrian environment (similar to pedestrian improvements already delivered on Bridge Street, Cathedral Square, Cowgate and Long Causeway)	Future Scheme
A47 Junction 20	Improvements to A47/A15 (Jn 20) to include full signalisation of the function and an increase in the number of approaches and circulatory lanes.	Complete
A47 Junction 18	Improvements to Junction 18 of the A47 to incorporate additional capacity enhancements, as well as the replacement of the pedestrian and cycle bridge over the Junction 18, in favour of an at-grade crossing.	Underway
A1139 Fletton Parkway (Junction 3-3a)	Further study work to examine the improvement of junctions at Fletton Parkway. Potential solutions could include: <ul style="list-style-type: none">- Widening of the westbound off slip- Improvements to the Nene Parkway entry- Full signalisation of the junction	Future Scheme
A1260 Nene Parkway Junction 32-3 improvements	Further study work to examine the improvement of junctions at Nene Parkway	Future Scheme

<i>Peterborough</i>		
Schemes	Description	Status
A1260 Nene Parkway Junction 15 improvements		Future Scheme
A15 Paston Parkway Junction 22 to Glinton roundabout	Dualling of the A15 between Paston Parkway (Jn 22) to Glinton roundabout. The scheme would go some way to assisting the delivery of bus priority measures.	Future Scheme
A15 Paston Parkway Junction 23 improvements	Improvements to the junction to enable public transport priority along A15 Lincoln Road	Future Scheme
Eastern Industries – Fengate capacity and Pamwell Way improvements	Improvements to Fengate Road, Fengate-Boongate Junction, Boongate-Newark Road, Boongate East, and Parkway Junction 5. An additional phase of improvements would explore a new link road between Eyebury Road and Eye Road, with the potential dualling of Parnwell Way.	Future Scheme
Stanground Access	Improvements to the junction of the A605 and the B1095 to the east of Stanground	Future Scheme
Stanground bypass	Dualling of the western end of the Stanground bypass.	Future Scheme
Junction 68 Stanground fire station improvements	Further study work to identify improvement works to Junction 68.	Future Scheme
Peterborough sustainable future	A mixture of sustainable travel measures and ITS improvements	Future Scheme

Since the publication of LTP4 and the LTTS, the following additional schemes have been identified for delivery by 2026.

Peterborough

Schemes	Description	Status
A605 Oundle Road widening	Widen the A605 from Alwalton to the business park to provide an additional inbound lane for morning peak hour traffic	Underway
Rail station western access	To enable passengers access via the western side of the station including highway works, installation of a lift and footbridge structural improvements	Future Scheme
A16 Norwood dualling	Additional lane both northbound and southbound in the vicinity of the new Norwood development	Future Scheme

Glossary of terms

The table below lists the abbreviations mentioned in the document:

Abbreviation	Meaning
ANOB	Area of Outstanding Natural Beauty
CCC	Cambridgeshire County Council
CIL	Community Infrastructure Levy
CPCA	Cambridgeshire Peterborough Combined Authority
DEFRA	Department for Environment, Food and Rural Affairs
DfT	Department for Transport
GCGPLEP	Greater Cambridge Greater Peterborough Local Enterprise Partnership
HE	Highways England
LTP /3	Local Transport Plan
LTTS	Long Term Transport Strategy
NR	Network Rail
PCC	Peterborough City Council
ROWIP	Rights of Way Improvement Plans
S106	Section 106