

Cambridgeshire and Peterborough Combined Authority Draft Local Transport Plan: Consultation Response

Report No:	CAB/WS/19/019	
Report to and date:	Portfolio Holder Decision	21 August 2019
Cabinet Member:	Cllr Susan Glossop Portfolio Holder for Growth Tel: 07473 041394 Email: susan.glossop@westsuffolk.gov.uk	
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Key Decision: <i>(Check the appropriate box and delete all those that do not apply.)</i>	<i>Is this a Key Decision and, if so, under which definition?</i> Yes, it is a Key Decision - <input type="checkbox"/> No, it is not a Key Decision - <input checked="" type="checkbox"/>	
<i>The decision made as a result of this report will usually be published within 48 hours and cannot be actioned until five clear working days of the publication of the decision have elapsed.</i>		

Recommendation: It is **RECOMMENDED** that the Portfolio Holder for Growth considers the content of Section 2 of Report No: CAB/WS/19/019, which is proposed to form the basis of representations to be submitted to Cambridgeshire and Peterborough Combined Authority in relation to the draft Local Transport Plan consultation and:

- (1) responds to the Cambridgeshire and Peterborough Combined Authority draft Local Plan consultation on behalf of West Suffolk Council, basing their response on the content of Section 2 of Report No: CAB/WS/19/019;**
- (2) the Portfolio Holder for Growth's response be shared with Suffolk County Council's Transport Strategy Team and Suffolk Growth Programme Board; and**
- (3) delegated authority be given to the Assistant Director (Growth), in consultation with the Portfolio Holder for Growth, to make amendments to the consultation response so long as they do not materially affect the broad content of the response.**



1. Background / Context

- 1.1 West Suffolk is commenting on the Cambridgeshire and Peterborough Combined Authority's Local Transport Plan due to West Suffolk being part of the Cambridgeshire functional economic area, including part of Cambridgeshire's travel to work area and Cambridgeshire's Housing Market Area.
- 1.2 Local Transport Plans (LTPs) are statutory transport plans derived from the Transport Act 2000. LTPs can be used as a material consideration in determining planning applications and assist in the wider aims of land-use planning for sustainable development supporting plan-making.
- 1.3 Cambridgeshire and Peterborough Combined Authority (CPCA) has published the first draft Local Transport Plan (LTP) for consultation, which will define their strategic approach up to 2050. This plan replaces the existing LTPs for both Cambridgeshire and Peterborough. The CPCA took over the role of Local Transport Authority from Cambridgeshire County Council and Peterborough City Council as part of the Devolution Deal agreed with Central Government in 2017. Cambridgeshire County Council and Peterborough City Council will retain their roles as Highway Authorities and must continue to make sure that local roads are in a good state of repair, as required by law.
- 1.4 This draft LTP sets out the vision, goals and policies designed to deliver the objectives. In addition a Transport Delivery Plan (2019 to 2035) will be prepared during the consultation on the draft LTP. The Transport Delivery Plan will provide the details on the programmes for the delivery of improvements to the transport network.
- 1.5 Consultation on the draft CPCA LTP runs for 15 weeks and closes on 27 September 2019.

2. Proposals

- 2.1 This report outlines the main points of the CPCA draft LTP and suggests comments that officers consider should form the basis of a response to the Combined Authority. It is proposed to share West Suffolk's response with Suffolk County Council's Transport Strategy team and Suffolk Growth Programme Board.
- 2.2 The draft LTP sets out the overarching transport strategy for Cambridgeshire and Peterborough, followed by the major schemes expected to be delivered:
- 2.3 **Cambridgeshire Autonomous Metro (CAM)** – this will be delivered in collaboration with the Greater Cambridge Partnership and will provide a reliable, high-frequency metro service between the employment hubs and high-tech clusters of Greater Cambridge, including the Cambridge Science Park and Cambridge Biomedical Campus, with the city centre and surrounding market towns and new settlements. Work is already underway



on the first phase of the CAM (Cambourne, Granta Park, Cambridge East and Waterbeach), with both Haverhill and Mildenhall included in further phases.

- 2.4 **Cambridge South East Scheme** – The Cambridge Biomedical Campus, located on the south-eastern fringe of Cambridge is expected to be home to 26,000 workers by 2031. This scheme, currently being delivered by the Greater Cambridge Partnership, will deliver a segregated public transport corridor from Granta Park to the Cambridge Biomedical Campus and a proposed new Park & Ride near the A11, which will form part of the CAM network at opening. This will be combined with additional bus priority measures along the A1307 corridor.

Consideration needs to be given to the Fourwentways roundabout to ensure the new Park & Ride location and access does not compromise the connection to the Strategic Road Network at the A11 from Haverhill. The same consideration needs to be given to additional bus priority measures along the A1307 corridor.

- 2.5 **Park and Ride** – will be better integrated into surrounding local transport networks, acting as travel hubs with high-quality interchange between CAM and local bus and demand-responsive services, together with the walking and cycling network.

- 2.6 **Commuting by rail** – will become a more attractive option. Development of a new station at Cambridge South will support improved public transport access to the Cambridge Biomedical Campus.

Consideration should be given to how half-hourly services on the Ipswich to Cambridge rail line from Bury St Edmunds, Kennett and Newmarket can support Cambridgeshire's congestion reduction targets, air quality and support the use of all three Cambridge stations (North, Central and South).

- 2.7 **Frequency enhancements on the rail corridor to Newmarket, with an increase in Newmarket to Cambridge services to half-hourly**
This would provide a genuine alternative to driving along the A14 corridor, help reduce traffic flows into the centre of Cambridge and to major employment sites such as Cambridge Science Park and Cambridge Biomedical Campus.

Urgent consideration must be given to the Eastern Section of East West Rail and the need for half-hourly services from Cambridge to Ipswich as detailed in Network Rail's Anglia Route and Cambridgeshire Corridor studies, New Anglia Local Enterprise Partnership's Economic Strategy for Norfolk and Suffolk, East West Rail Consortium's – Eastern Section Prospectus and Suffolk County Council's Suffolk Rail Prospectus. Newmarket is within the travel to work area for Cambridgeshire and all of West Suffolk is part of the housing market area for Cambridgeshire. It is noted that the work on the draft LTP will be informed by the Cambridgeshire Rail Capacity Study, with



the view to identifying potential improvements to facilitate additional services and/or routes. It is noted that the CRCS used the DfT Green Book for forecasting growth on the Cambridge to Ipswich line and not past growth, which is much higher. If rail passenger growth continues at the current rate, additional services from Cambridge to Newmarket and Bury St Edmunds will be needed earlier than the published figure of 2033.

- 2.8 **Ely Area Capacity Enhancement** – this scheme will facilitate additional rail services to Cambridge and well as additional services to Peterborough, Ipswich and Norwich, and a proposed new station at Soham. This scheme will benefit both passenger and rail freight services.
- 2.9 **Evidence base** – the census 2011 data is now well out of date, consideration needs to be given how a more accurate commuter traffic forecast can be used to inform the LTP.
- 2.10 **Doubling the track between Ely, Soham and Newmarket, together with rebuilding the 'western curve' at Newmarket – currently being explored for the longer-term, and could support additional services, including direct to Newmarket and Cambridge.**

At least partial doubling of the track (reinstating the original double track which was removed in the 1980s) between Newmarket and Cambridge is needed according Network Rail's Cambridgeshire Corridor Study and the East West Rail Eastern Section Prospectus, this is required for half-hourly Cambridge to Ipswich services. It is noted that no reference is made to Warren Hill tunnel near Newmarket and to what extent this would constrain additional passenger services or a potential freight route.

It is not clear from the LTP what benefits reinstatement of the western curve would bring to passenger and freight services.

- 2.11 **A14 Huntingdon** – scheme currently being delivered and scheduled for completion in 2020. Consideration should be given to supporting improvements to neighbouring junctions within West Suffolk including the A14 junctions 37, 43, 44 and A11 Fiveways, which form part of Suffolk County Council's Road Investment Strategy 2 bid.
- 2.12 **Strategic Alliance** – West Suffolk welcomes the publication of the CPCA LTP and the opportunity to work together strategically at both a macro and micro level.

3. Alternative Options

- 3.1 There are no alternative options to the CPCA LTP given the statutory nature of LTPs and that the CPCA is the Local Transport Authority.



- 3.2 The Council could choose not to respond to the consultation; however in the interests of West Suffolk, this would not be conducive if it wishes to contribute to shaping the final CPCA Local Transport Plan.

4. Consultation and engagement

- 4.1 This report details the West Suffolk response to a CPCA consultation.

Risks

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- 5.1 There is a small risk that not every infrastructure issue has been included in the feedback to the CPCA. This will be mitigated through either adaption of the report or in ongoing dialogue with the CPCA.

6. Implications arising from the proposal (delete where either they are not relevant to the report or are already covered in the main report)

- 6.1 None.

