

This document is the Carbon Neutral Cambridge response to the consultation on the Local Transport and Connectivity Plan (LTCP) outlined in the [Home - Phase 2 - Cambridgeshire & Peterborough Combined Authority \(yourltcp.co.uk\)](#).

[Carbon Neutral Cambridge](#) supports a “properly joined-up, net zero carbon transport system, which is high quality, reliable, convenient, affordable and accessible to everyone”, as promised by the overall LTCP vision. Whilst this vision resonates with our own ethos, in its current form the draft LTCP is nice words with no substance on how this vision will be implemented in a coherent and joined up way, involving citizens as well, who are key for achieving such an ambitious vision.

In particular we highlight the following gaps:

1. **Unclear CPCA, Local Authorities (LAs), Department for Transport (DfT) roles in delivering the LTCP.** As we understood from your briefing on the 12<sup>th</sup> of July, this combined Cambridgeshire and Peterborough vision only delineates a broad view of a net zero local transport network, but it is within each LA’s remit to implement and deliver it. However, there is no transparent communication on what can be actually implemented by each LA and what falls in the CPCA or wider DfT remits. For instance, the bus consultation goes in parallel with this consultation, is there any coherence and overlaps between them? How is the CPCA and the DfT working with the LAs to implement the LTCP vision?
2. **Wrong priorities.** The Environment, Air Quality, Climate change are all key objectives in the vision, and the LTCP suggests delivering on these by reducing private car use and adding more cycling and walking routes in the region. However, the currently funded and/or approved projects are mainly related to improving traffic on A roads, with very loose or in-existent plans on where and how to improve cycling and walking in the region. This suggests that a “business as usual” scenario is going ahead, potentially bringing more cars onto the roads and leaving no space for new cycling lanes and walking green routes.
3. **Focusing on electric private cars solely will not deliver a net zero transport network by 2050.** In [our response to the 2019 CPCA Local Transport Plan consultation](#), we showed that by transitioning all the private cars to electric by 2050, the local transport emissions will reduce by approximately 45% as compared to 2018, even when considering an ambitious net zero carbon grid electricity. This was due to projected stable or higher emissions from the freight transport. In the current LTCP there is no detail on specific measures targeted at reducing emissions from LGVs and HGVs. When questioned at the LTCP briefing on the 12<sup>th</sup> of July, there was a mention of ongoing work with national authorities on alternative fuel vehicles. However, there is no clear plan on how to coordinate efforts local to national, nor who decides which are the priorities when funding becomes available. If there is a real drive for alternative fuelled LGVs and HGVs, then careful planning needs to be designed to allow space for hydrogen refuelling stations for hydrogen fuel cell electric vehicles, or new multi-user logistics depots in central urban areas and mobile city hubs and micro-consolidation distribution centres (where smaller couriers collect their parcels from mobile hubs and then make deliveries using bicycles, or on foot).
4. **No clear policies to drive reduction in private car mileage.** Whilst there is a mention of reducing car usage by 15% in the region in line with the recommendations from the Independent Climate

Commission, there is no articulated plan on how the CPCA or LAs could drive this reduction in car usage. [Our response to the 2019 CPCA Local Transport Plan consultation](#) estimated that reaching a net zero transport system in the region requires a rapid modal shift away from ICE cars to active and public transport. Some of the solutions we suggested then are still valid now, namely: car-free metropolitan areas (Cambridge, Peterborough, Ely, Huntingdon, St Neots), no new road building or expansions, rapid phase-out of city centre car parks, removal of all on-street parking to make room for public transport and active travel.