

**Response to Local Transport and Connectivity Plan - public engagement by the Cambs and Peterborough Combined Authority <https://yourltcp.co.uk/contact-us/>**

**Sent:** 28 November 2021 22:55

**To:** 'contact@yourltcp.co.uk'

**Cc:** 'luke.page@cambridgeshirepeterborough-ca.gov.uk'

**Subject:** Response to the LTCP survey - Cambridge Green Party

I am submitting this response on behalf of the Cambridge Green Party. We intended to respond via the survey but found this to be poor quality, particularly because there is a requirement to “rank” various aspects of the proposed plan, when all these aspects are important. The CPCA should not be seeking to minimise the importance of some at the expense of others. We hope that further iterations of the LTCP will be of higher quality, and that future surveys and consultations will be designed to allow a better debate about the such an important sector.

In relation to the basic questions about the vision and objectives:

We only “slightly agree” that the updated vision is the right future for transport in the region for the following two primary reasons:

**1. We do not agree with the fundamental premise that the LTCP should be based on sustainable economic growth**

We do not agree with the component of the vision that states that the transport network must “be the backbone of sustainable *economic growth* in which everyone can *prosper*”. It is a fallacy to base long-term planning for transport on the region’s economy. The idea that “economic growth” should be driving planning in the region and that economic growth will mean that “everyone can prosper” is wrong. We recognise that the term economic growth has been qualified by the word “sustainable” but there is wide interpretation of the term “sustainable”. Cambridge City (and other Local Authorities?) has committed to exploring the approach of “Doughnut economics” and the Combined Authority should be following their lead, using this approach for the basis of their vision. Doughnut economics explicitly recognises the obvious fact that nothing can grow for ever, that the planet’s resources are finite and that we should be seeking a balanced economy, not one that is focused on ever-increasing growth and prosperity. As is becoming increasingly clear (highlighted by the pandemic), this thinking has led to decreased prosperity for the poorer sectors of society, and increased prosperity for the wealthy, particularly in Cambridge which is one of the most unequal cities in the country. Connectivity and transport policies must be based on a vision that seeks social justice and the “well-being” of the region’s population.

**2. We consider that the vision lacks the necessary ambition for the LTCP to address climate change in the necessary urgent time scale**

Although we agree that the transport network must “respond to climate change targets” we are very concerned to see that the vision is based on a target of “cutting carbon emissions to net zero by 2050.” The LTCP documentation mentions the recommendations of the Cambridgeshire and Peterborough Independent Commission on Climate (CPCA), but these do not appear to have been understood. The recent full report of the CPCA states that:

- ***In the Cambridgeshire and Peterborough Combined Authority (CPCA) area, emissions are almost 25% higher per person than the UK average,.....***
- There are ***only about 6 years remaining before*** the CPCA region will have exhausted all of its ***'allowed' share of emissions to 2050***, if it is to play its share of delivering the UK's critical Net Zero target.
- ***well before the six years is up*** action is need to ***reduce emissions in line with UK targets***

The Glasgow Climate Pact, agreed at COP26, similarly recognises this urgency at the global scale noting that limiting global warming to 1.5 °C “***requires rapid, deep and sustained reductions in global greenhouse gas emissions***”. The vision for LTCP must therefore be reworded to address the urgency of the issue and reflect clearly the CPCA's recommendations.

We are not commenting ***in detail*** on the aims and objectives at this stage as we think that a major revision to the underlying principles of the vision is needed – and from this it will be become obvious where the aims and objectives need to be revised. Priorities should be for a transport network that :

- provides solutions that are shared and low carbon, including electric vehicles; with priority given to clean and active modes of transport such as cycling and walking,
- is run by local and democratic control to ensure it meets local needs
- is accessible to those on low incomes
- Is inclusive and accessible for those with disabilities or mobility problems
- Results in low speed limits in residential areas, protected cycle-ways and traffic calming measures
- Minimises pollution and does not damage air quality
- Does not damage the environment or lead to loss of biodiversity

These and other related priorities should be translated into appropriately worded objectives

Cambridge Green Party