

# Local Transport and Connectivity Plan

## Interventions to assist in the reduction of carbon emissions



**CAMBRIDGESHIRE  
& PETERBOROUGH**  
COMBINED AUTHORITY

Information and diagrams taken from the CPCA Transport Committee report on 15 March. View full report at [tinyurl.com/LTCP-March2023](https://tinyurl.com/LTCP-March2023)

- The Department for Transport expects Local Transport Authorities to undertake a Quantifiable Carbon Reduction (QCR) assessment.** Transport funding will be conditional on demonstrating emission reduction aligned with national policy.
- 60% of emissions from transport can be targeted by measures over which the Combined Authority has direct influence.** Even with an accelerated take-up of electric vehicles, further interventions are needed to meet emissions targets.
- The latest update to the Local Transport and Connectivity Plan is shaped around an 'Avoid, Shift, Improve' transport model of carbon reduction.** Potential interventions that could be integrated into the plan are listed below. Of the measures tested, avoid measures (improved digital connectivity, spatial planning) and demand management (pricing strategies and physical measures) have been found to have the greatest influence.

| <i>Intervention</i>                                 | <i>Type</i> |
|---|-------------|
| Online services / Substitute trips                  | Avoid       |
| Area wide Road User Charge                          | Shift       |
| Carbon based Road User Charge                       | Shift       |
| Demand Management (Access and capacity constraints) | Shift       |
| Reduced Public Transport fares                      | Shift       |
| Mass Transit  | Shift       |
| WPL   | Shift       |
| Parking pricing strategies                          | Shift       |
| Ultra-low emissions buses                           | Improve     |
| Rail line reopening                                 | Shift       |
| Rail frequency and capacity Improvements            | Shift       |
| New rail stations                                   | Shift       |
| Demand Responsive Transport (DRT)                   | Shift       |
| Bus priority measures                               | Shift       |
| Mobility hubs and improved modal integration        | Shift       |
| Bike/e-bikes/e-scooter hire schemes                 | Shift       |
| Cycle infrastructure                                | Shift       |
| Improved pedestrian facilities                      | Shift       |

|                         |
|-------------------------|
| Demand Management       |
| Active Travel           |
| Public Transport        |
| Technology / Innovation |