

Additional detailed comments on the Local Transport Plan and Long Term Transport Strategy

Comments that relate to both the Local Transport Plan and Long Term Transport Strategy:

- References to the development strategy do not differentiate between the allocated sites within the adopted Local Development Framework and the proposed sites within the Submission Local Plan, which has yet to be examined or adopted. There are many references to 'planned' development, which is used to refer to sites in adopted and emerging plans. The status of different plans should be acknowledged.
- References to 'Waterbeach Barracks' should read 'Waterbeach New Town'.
- References to 'West Cambourne' should refer to 'Cambourne West'.
- There are some minor inconsistencies between the content of the LTP and LTTS in terms of the scheme costs and timescales (for example between Figure 5.1 in the LTP and Figure 4.2 in the LTTS).
- The boundaries of the major development areas shown on the maps should be checked against the Submission Policies Map (<https://www.scambs.gov.uk/content/proposed-submission-policies-map>).
- The image for 'The planned new town of Northstowe in South Cambridge' shows an outdated masterplan for the development, and should be replaced with the approved Development Framework Document from 2012.

Detailed comments on the Local Transport Plan:

- The Council supports the inclusion of additional information on travel planning, which complements Policy TI/2 in the Submission Local Plan.
- The Council supports inclusion of the Science Park Station and improvements related to the Foxton Level Crossing as major schemes.
- The Council would like to see reference to the Green Infrastructure Strategy retained, as it remains part of the evidence base for the Local Plans which policies are seeking to implement.
- The Council is disappointed that references to the South Cambridgeshire Community Transport Strategy have been removed from the LTP. This is an important strategy for the district and it should be reference din the County Council's plans.
- The Council supports the recognition given to Parish Councils' local transport aspirations, included within their Parish Plans, and the commitment to work with District and Parish Councils to help deliver them.
- 'Challenge 7' (page vii) – should also make reference to noise and the responsibilities the County Council has with noise priority areas and assisting in noise action planning to consider opportunities for reducing noise from transport. (see other comments for more detail)

- 'The Issues' (page 1-7) – the first paragraph refers to large scale growth planned for much of the county through emerging Local Plans – there is no reference to existing allocations in the adopted Plans, such as Northstowe and edge of Cambridge sites.
- Figure 1.2 refers to 'housing allocations in emerging Local Plans from 2013'. This should refer to 'proposed housing allocations in Submission Local Plans from 2014'.
- 'Key actions to meet environmental targets' (page 2-17) cross-refers to further detail on actions to reduce carbon emission on page 4-84 – this does not appear correct.
- Typo – first line of the last paragraph on page 2-17 – based **ion** bus mileage.
- Reference to the Joint Strategic Needs Assessment (page 3-5) should be explained, rather than just using an acronym.
- 'Issue - noise' (1st paragraph on page 3-16) - The potential health impact of adverse levels of noise is understated. Noise is not just an irritant; it can have a major impact on quality of life and can affect health. Excessive noise levels can disrupt communication, disturb sleep and generally affect our quality of life. Exposure to road noise has been shown to be associated with increased levels of stress and some studies have linked this with the possibility of long-term effects on blood pressure and on cardiovascular disease. This paragraph should reflect this.
- 'Issue – noise' (2nd paragraph on page 3-16) – It would be helpful to make reference to the County Council's obligations under the Environmental Noise Directive / Noise (England) Regulations 2006 as amended to assist with in the management of environmental noise, primarily transport noise and its effects on human health and quality of life. There is a responsibility to consider DEFRA identified road transport noise priority areas for which the County Council is responsible. In line with the Government's policy on noise, DEFRA's Noise Action Plan aims to promote good health and good quality of life (wellbeing) through effective management of noise. Noise Action Plan Detailed & Agglomeration Data were published in January 2014: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/276236/noise-action-plan-agglomerations-appb-201401.pdf
- DEFRA's Noise Action Plan requires the County Council to investigate 'Important Areas' (giving priority to those containing 'First Priority Locations'). The locations of major roads in South Cambridgeshire already identified as part of the 'First Priority Locations' identified in the First Round should be detailed e.g. specific areas on A10 north, A14, A505, A428, and Newmarket Road). Noise Action Planning First Priority Locations for Major Roads and Major Railways outside agglomerations map number 163 / 164 shows the priority areas in the Cambridgeshire area can be downloaded from: strategic noise maps for England produced on behalf of the Secretary of State can be found via: <http://archive.defra.gov.uk/environment/quality/noise/environment/actionplan/locations.htm>
- It is also important to note that under the Government's round 2 of noise action planning (published in January 2014) the Cambridge Urban Area (focused on the City but includes parts of South Cambridgeshire concentrated on the major arterial roads around the fringe sites) has been subject noise action planning and the County will have a role to play as the authority responsible for transport within the agglomerations. This should be recognised in the LTP and LTTS. It has also been included as one of the Government's Public Health Outcomes Framework indicators: <http://www.phoutcomes.info/search/noise#gid/1/pat/6/ati/102/page/0/par/E12000006/are/E10000003>

- There are inconsistent references to 'Local Growth Fund' or 'Single Local Growth Fund' (e.g. introduction and page 4-2).
- 'Road Freight' (starting on page 4-16) could usefully include reference to use of faster broadband and improved ICT to improve freight efficiency logistics and fleet management, consistent with the LTTS.
- 'Felixstowe to Nuneaton – F2N' (page 4-18) could add reference to quadrupling of rail freight traffic through the county, consistent with LTTS. Also, there is no reference to the A605 Kings Dyke Level Crossing at Whittlesey, referenced in the LTTS.
- The list of development locations (page 4-23) should include Waterbeach New Town. Cambourne West is a village extension rather than a new settlement.
- The first bullet in the last section (page 4-23) should refer to 'existing **sustainable settlements**'.
- 'Cycling' (page 4-39) refers to the TSC&SC detailing improvements for cycling in Cambridge to make it easier for people to cycle as part of longer journeys on buses or trains. This should also refer to opportunities in South Cambridgeshire.
- 'Huntingdon to St Ives bus priority measures' (page 4-44) makes reference to funding from the 'Growth Deal' should this be 'Local Growth Fund'?
- 'Personalised travel planning' (page 4-53) refers to Orchard Park as being in Cambridge – it is in South Cambridgeshire.
- 'Demand Responsive Transport' (on page 4-61) should be expanded to read: "Demand responsive transport (DRT) refers to non-traditional bus services that match services more closely to customer need. Services can either run to a timetable or be entirely matched to demand. Through the CFT programme DRT services will be running from June 2014 on Service 28, covering 16 parishes west of Cambridge and south of the A428 (in both South Cambridgeshire and Huntingdonshire). Service 28 will offer scheduled services at times of peak demand, including a Thursday (market day) service between Cambourne and St Neots and operate on a DRT basis at other times. The C2 service which runs to a fixed schedule between Hatley and St Neots on Thursdays will also be available to provide additional capacity. Working with the District Council and local communities, the DRT option will be explored in other areas of South Cambridgeshire."
- 'Progress to date with community transport schemes' (page 4-62) – there appears to be text missing.
- 'Air quality – A14' (page 4-94) – refers to the A14 widening scheme having a positive impact on air quality along the route – whilst this is expected to be the case the Highways Agency has yet to publish it's final scheme proposals, including the final Environmental Impact Report.
- 'Land use planning' (page 4-95) should also make reference to the requirement in the development plan for larger developments to produce a Low Emission Strategy (e.g. South Cambridgeshire Submission Local Plan Policy SC/13 Air Quality and Policy TI/2 Planning for Sustainable Travel). This should assist with encouraging the reduction in emissions, such as through use of electric cars, car charging points and wider green technology.

- Challenge 8 (page 4-101) refers to the National Planning Policy Framework but not the more recent National Planning Practice Guidance.
- The Council would like additional information added to Challenge 3 (in the 'Leisure routes' or the 'Improve the integration of all modes of transport and provide good connectivity between walking, cycling, bus and rail services' section) as follows: "South Cambridgeshire District Council is piloting (with support from the Local Sustainable Transport Fund and the National Trust) a novel service which integrates bus and bike travel to provide access to South Cambridgeshire villages along the Barton- Gamlingay corridor. The public service bus will tow a 20 bike cycle trailer departing from Cambridge Rail Station, four times per day on Sundays and bank holidays. Not only will this offer a Sunday service to villages not currently served by public transport, but provide a sustainable transport alternative from Cambridge to leisure destinations such as the Wimpole Estate and to numerous Wildlife Trust sites. The service will be in place from July 2014."
- Health Issues - the Council agrees with all the challenges and the priorities of the transport plan. The references to health and wellbeing and road safety are aligned to other strategies and plans at both a local and county level. However, the section on road safety doesn't mention the importance of the role design and masterplanning has in the growth sites in helping to design out Road Traffic Accidents and therefore reduce Killed and Seriously Injured numbers. Department for Transport / Department of Health *Transport and Health Resource: Delivering Healthy Local Transport Plans*, January 2011 publication: <https://www.gov.uk/government/publications/transport-and-health-resource-delivering-healthy-local-transport-plans>
- Air quality Issues – the Council supports the refreshed LTP text as reflecting the current position in South Cambridgeshire. It is unclear whether the Eastern Region Freight Quality Partnership still exists. If it does it is not fulfilling the desired function to reduce emissions and the Partnership may therefore need reviving.
- It should be noted that noise and air quality issue are cross cutting and are not just related to LTP3 objective 5 - Meeting the challenges of climate change and enhancing the natural environment. This should be acknowledged. Minimising and considering measures to improve air quality and noise transport related impacts will assist in achieving LTP Objectives 1- improve their quality of life, 2 and 3 - sustainable communities.

Detailed comments on the Long Term Transport Strategy:

- Typo – end of the third paragraph (page 2-1) – duplication of '12.8%'.
- Last paragraph (page 2-1) refers to the towns in the Cambridge Sub Region but does not list Haverhill.
- Figure 2.4 refers to 'housing allocations in emerging Local Plans from 2013'. This should refer to 'proposed housing allocations in Submission Local Plans from 2014'.
- 'The bus / guided bus network' (page 3-2) should include reference to improving sustainable access to bus stops / passenger transport interchanges.
- 'Rural transport services' (page 3-3) – include reference to innovative services such as access to information and services on websites.
- Typo – 1st paragraph (page 3-4) – 'for either the whole **of** [or] part'.
- Typo – Appendix B (page B-2) – 'increases in longer **tips** [trips] by cycle'