

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning and New Communities 2 March 2010
Portfolio Holders
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(Planning and Sustainable Communities)

CAMBRIDGESHIRE'S THIRD LOCAL TRANSPORT PLAN

Purpose

1. To agree the Council's response to Cambridgeshire County Council's consultation on the third Local Transport Plan (LTP).
2. This is a key decision as it is likely to affect many of the communities across the district. It was first published in the January 2010 Forward Plan.

Executive Summary

3. The Government requires Cambridgeshire County Council to produce a Local Transport Plan that sets out the existing and future transport issues and how they will be addressed. The current LTP covers the period 2006 - 2011 and Cambridgeshire County Council is beginning work on LTP3. The County Council is starting the process by seeking views of stakeholders and the wider public on draft objectives and strategy areas that should be included in the new plan, before drafting the plan ready for submission to Government in March 2011.

Background

4. Cambridgeshire County Council works with the District Councils and other stakeholders to produce its Local Transport Plans.
5. The current Local Transport Plan runs out in March 2011, so it is necessary to produce a new one to plan for the future, matching transport investment with transport need and local priorities. It will need to address the existing transport problems in the county and take account of new developments planned for Cambridgeshire.
6. The new Plan will be implemented from 2011 and will set out how the County intend to spend the transport funding received from government and other sources (such as contributions from developers). It will be reviewed to keep it current.
7. Cambridgeshire is a diverse county with different transport problems experienced in different parts of the county. It is therefore important that the County Council develop and implement schemes that respond to a range of urban and rural problems. The aim is to create an integrated strategy that looks at how transport solutions best support and make the county accessible and that improves the quality of life for all who live, learn, work and travel in Cambridgeshire.
8. The Plan will include a clear programme of transport improvements that meet the objectives, offer value for money, and are informed through consultation with partners, stakeholders and local residents.

9. The success of the plan will be measured through a series of targets. These will be based upon:

- Increasing the use of public transport, walking and cycling
- Reducing congestion
- Reducing the total number of accidents
- Improving accessibility to the transport system
- Improving the condition of the roads in Cambridgeshire
- Improving bus journey time reliability

In addition, the impacts of the Plan in other areas, such as air quality, health, and access to services and facilities, will also be measured.

LTP3 Consultation

10. The current consultation is a high level, strategic consultation on draft objectives and strategy areas. There is also the opportunity to put forward other suggestions for issues that should be addressed in the Plan.

11. It is proposed the Plan will include the following objectives, which reflect central Government's broad objectives for transport and also locally those of Cambridgeshire Together and the Local Area Agreement Board, to guide the Local Transport Plan's transport and travel improvements:

- Growth – accommodating growth while ensuring communities enjoy the benefits of growth
- Economic prosperity – supporting the role of Cambridgeshire as a centre of knowledge and innovation.
- Environmental sustainability – meeting the challenges of climate change whilst maintaining high quality environment.
- Equality and inclusion – supporting vulnerable groups and encouraging healthier and more sustainable lifestyles.
- Safer and stronger communities – engaging citizens and ensuring communities enjoy a good quality of life and health.

12. The County Council is also asking people to prioritise these strategy areas:

- Public Transport
- Cycling
- Walking
- Smarter Choices
- Road Safety
- Traffic Management

Further information on these strategy areas is provided in the consultation leaflet appended to this report.

Funding Issues

13. All national parties have indicated there will be no extra funding for councils transport spending, and it is likely that existing levels of transport funding will be cut but it is currently not known by how much. As a result there will be significant pressures on council transport finances during the period covered by LTP3. This is why the County Council are asking people to prioritise the strategy areas, as resources and peoples' expectations must be carefully managed.
14. The County Council comments that there is a difficult balance to be made between what should be included in the LTP3 Implementation Plan and what may be delivered through the Transport Innovation Fund (TIF)¹ proposals, depending upon the financial settlement the County Council receives from the Department for Transport (DfT). At the moment there is uncertainty over the size of any settlement the County Council may receive from DfT. Given the limited resources for delivering LTP3, it is important to focus them on measures that will best deliver the objectives in a cost effective way. If the TIF funding comes forward there may be more LTP3 funding for the rest of the county as the TIF monies focus on the Cambridge area. However, if the TIF settlement is much lower than the bid, some of those TIF measures may need to be incorporated into LTP3. These measures could include improvements to public transport; providing a fast, frequent and reliable bus service from residential areas to key destinations, satellite Park and Ride facilities or rural interchanges with improved facilities and connected by demand responsive services, new and/or expanded Cambridge Park and Ride sites, improved parking at railway stations, improved cycling facilities, and various measures for promoting smarter choices.
15. There is a clear synergy between different objectives, for example, measures that encourage modal shift to public transport, cycling and walking are likely to make a positive contribution to economic growth (by tackling congestion), reducing greenhouse gas emissions and enhancing the local environment, as well as improving public and personal health. These modes are also more accessible to a wider cross-section of the community, particularly those unable to drive such as the young and elderly. As such, prioritising non-car modes, which reach a wider cross-section of the community, provide travel choice, and are often less expensive to implement, offer better value for money. South Cambridgeshire does not support the congestion charging part of the TIF bid and the more modest monies and projects associated with LTP3 may be all that will be available for investment, which would tend to reinforce the focus of LTP3 on non-car transport infrastructure.
16. However, it is important that adequate provision is made for other measures such as traffic management and road safety to ensure the existing transport network is well maintained and safe for all users.

Issues for South Cambs

17. Working in partnership with the County Council on LTP3 may assist the Council in achieving its own Vision, Aims and Approaches, in particular addressing the following actions for 2010/11:

¹ The TIF was set up by Government to support the introduction of innovative packages of measures to tackle congestion. The TIF will provide some £1.4 billion nationally over the period 2008 to 2015. Cambridgeshire County Council has prepared a £520m package of transport improvements and is bidding for £465.6 million of Central Government funding. The County Council is still waiting to hear from the DfT whether the bid has been successful and how much funding will be made available.

- increase the number of teenagers taking part in positive activities – through improving accessibility and safety for young people.
 - promote the district to new businesses – by addressing congestion, improving travel choice, air quality and the general attractiveness of the area.
 - implement key actions from the Community Transport Plan.
18. Several parishes have produced Parish Plans, some of which have identified transport actions. The Council also works in partnership on a number of issues, including the Children and Young People's Plan (CYPP) (renamed The Big Plan after asking Cambridgeshire's children), which includes a Transport and Young Peoples Transport Plan. It is therefore important to ensure LTP3 addresses issues arising from these plans and partnerships.
 19. The Council's Local Development Framework (LDF) includes a number of sites for development, particularly in and around Cambridge. Whilst the LDF also outlines a number of transport policies, specifically to address the needs of individual developments and more generally across the district, it is important that LTP3 includes a comprehensive strategy to address the transport needs arising from new and existing development across the whole county.
 20. Many of the remoter villages in South Cambs access essential services in their nearest Market Towns, including those outside the county, rather than Cambridge. It is therefore important that Cambridgeshire County Council work closely with their neighbouring authorities to ensure the needs of such residents are not overlooked.
 21. The Council recently adopted its Community Transport Strategy (CTS), on 11 February 2010. The evidence base for the CTS highlights areas that are poorly served by conventional bus services and/or community transport. This impacts on the quality of life of local residents, particularly the young, elderly and others who cannot drive, if they are unable to access basic services. The CTS includes an Action Plan to address these issues. One of the actions is to engage as appropriate in local transport and accessibility planning to raise the profile of Community Transport issues. It is therefore important to ensure LTP3, particularly through the Bus Strategy and Community Transport Strategy, adequately addresses these, and wider accessibility, issues.
 22. The Council has recently responded to the County Council's consultation on a draft advisory heavy commercial vehicles (HCV) route map, in January 2010. The County Council is currently consulting on the Minerals and Waste Plan (see separate report to this meeting), which will also have implications for HCV movements. The impact of HCVs on villages is a concern of many local residents, and the Council wants to ensure HCV traffic is minimised and uses the most appropriate routes to minimise impact on local residents. It is therefore important to ensure LTP3, particularly through the Traffic Management Strategy, adequately addresses this issue.
 23. Cambridgeshire Horizons (with its partners) is reviewing the Green Infrastructure Strategy. This Strategy provides an opportunity to improve green infrastructure that promotes sustainable movement by walking and cycling, reducing the need to travel by car. It is important to ensure this is integrated into the wider LTP3 strategy.
 24. Air quality and climate change are intrinsically linked. Both can arise from the emission of combustion processes to the atmosphere and transport is the main reason for the Air Quality Management Area (AQMA) along the A14 to the north of the city. On declaration of an AQMA the Council is required to draw up an Air Quality Action Plan (AQAP), which details potential actions that will help to reduce

concentrations of pollutant. Low Emission Strategies (LES) provide a package of measures to help mitigate the transport impacts of development on local air quality and on climate change. These include provision for non-car modes, travel plans, car clubs, and provision for rail freight. It is important to ensure LTP3 addresses these issues to assist the Council's air quality objectives.

Response to Cambridgeshire County Council

25. The Council will work closely with the County Council and other Cambridgeshire districts in drafting LTP3. It will be important to ensure the issues outlined above are considered and addressed. Regular updates on progress will be reported to the Joint Planning and Transport Lead Members.
26. The objectives of LTP3 are consistent with those the Council is signed up to and should be supported. All of the strategy areas are all important to the Council in achieving its objectives but in recognition that funding for transport will be limited, the County Council is asking for the strategy areas to be prioritised to focus funding in the areas that are most important to people. In South Cambridgeshire many areas are lacking in transport choice to be able to carry out their journey in a safe manner, therefore improvements to public transport will offer more choice to a wider range of people, followed by cycling and walking. When people have a genuine choice, smarter choices will have a role in raising awareness. Road Safety and Traffic Management will continue to be important to ensure the existing transport network is well maintained and safe for all users.
27. It is therefore proposed that the Council makes a representation to Cambridgeshire County Council in response to the LTP3 consultation, in line with paragraph 32.

Implications

28. Financial	Being prepared by Cambridgeshire County Council, Local Transport Plan 3 has no direct financial implications for South Cambridgeshire.
Legal	Being prepared by Cambridgeshire County Council, Local Transport Plan 3 has no direct legal implications for South Cambridgeshire.
Staffing	Within existing staff resources.
Risk Management	There is a small risk because decisions would be taken by Cambridgeshire County Council.
Equal Opportunities	Local Transport Plan 3 will be subject to Equality Impact Assessment.

Consultations

29. Internal consultation with officers in Development Control, New Communities, Conservation, Environmental Health and Partnerships.

Effect on Strategic Aims

30.	Commitment to being a listening council, providing first class services accessible to all. Improving modal choice will enhance accessibility to a range of services and facilities for a wider proportion of the community and improve the quality of life for local residents.
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Commitment to ensuring that South Cambridgeshire continues to be a safe and healthy place for all.
Including measures that encourage modal shift to public transport, cycling and walking in LTP3 are likely to make a positive contribution by tackling congestion, reducing greenhouse gas emissions and enhancing the local environment, as well as improving public and personal health.
Commitment to making South Cambridgeshire a place in which residents can feel proud to live.
Including measures that encourage modal shift to public transport, cycling and walking in LTP3 are likely to make a positive contribution by tackling congestion, reducing greenhouse gas emissions and enhancing the local environment, as well as improving public and personal health.
Commitment to assisting provision for local jobs for all.
LTP3 can make a positive contribution to economic growth by tackling congestion and enhancing the local environment, making Cambridgeshire more attractive for businesses.
Commitment to providing a voice for rural life.
Improving modal choice will enhance accessibility to a range of services and facilities for a wider proportion of the community and improve the quality of life for local residents.

Conclusions / Summary

31. The Government requires Cambridgeshire County Council to produce a Local Transport Plan that sets out the existing and future transport issues and how they will be addressed. The current LTP covers the period 2006 - 2011 and Cambridgeshire County Council is beginning work on LTP3. The County Council is starting the process by seeking views of stakeholders and the wider public on draft objectives and strategy areas that should be included in the new plan, before drafting the plan ready for submission to Government in March 2011. It is important to ensure the Council continues to work closely with the County Council in drafting the Plan, to ensure the diverse transport needs of everyone in the district are addressed.

Recommendations

32. It is recommended that the Council makes the following representation to Cambridgeshire County Council in response to the LTP3 consultation

“The Council supports the overarching objectives of LTP3 and prioritises non-car modes as these will provide travel choice and best achieve the objectives with limited resources. The strategy areas should be prioritised as follows:

1. Public Transport
2. Cycling
3. Walking
4. Smarter Choices
5. Road Safety
6. Traffic Management

It is important to ensure the needs of all sectors of community are addressed, including the most vulnerable – the young, elderly and disabled. At present many residents experience social isolation as they are unable to access

essential services, shopping, leisure or simply meet with friends, due to a lack of bus or community transport service and/or the prohibitive cost of using it.

The Council would urge the County Council not to forget linkages to market towns outside the county as many of the remoter parts of the district look to these areas for their services.

The Council would also ask the County Council to take in to consideration the outcomes of plans and strategies produced by other organisations, including the South Cambridgeshire Local Development Framework, Community Transport Strategy and Air Quality Action Plan, Parish Plans, the Children and Young People's Plan (BigPlan2), and Cambridgeshire Horizon's Green Infrastructure Strategy, to name a few. These may provide an extensive evidence base of transport provision and need, highlight issues concerning specific groups of people, and many contain an action plan including issues that can be addressed through LTP3.

The Council would like to continue to work closely with the County Council and the other Cambridgeshire districts on drafting LTP3."

Background Papers: the following background paper was used in the preparation of this report:

Cambridgeshire County Council's leaflet – Consultation on Cambridgeshire's third Local Transport Plan (appended)
Cambridgeshire Local Transport Plan 2006-2011

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