

SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO: Planning Portfolio Holder

8 March 2011

AUTHOR/S: Executive Director (Operational Services) / Corporate Manager (Planning and New Communities)

CAMBRIDGESHIRE LOCAL TRANSPORT PLAN 3

Purpose

1. The purpose of the report is to endorse the approach being taken by the County Council in its review of the Local Transport Plan (LTP) and to approve the District Council's statement for inclusion within LTP3.
2. This is a key decision because:
 - it is likely to be significant in terms of its effects on communities living or working in an area of the District comprising two or more wards (affecting all wards).
 - it raises new issues of policy, or is made in the course of developing proposals to amend the policy framework, or is a decision taken under powers delegated by the Council to amend an aspect of the policy framework.and it was first published in the December 2010 Forward Plan.

Recommendations

3. The Portfolio Holder is recommended:
 - (a) To support the emerging Local Transport Plan 3.
 - (b) To endorse the District Statement for inclusion within LTP3 (attached at Appendix 3).

Executive Summary

4. The County Council is required by the Transport Act 2000 and the Local Transport Act 2008 to produce a third Local Transport Plan (LTP3) for the period from April 2011. LTP3 attempts to find a balance between realism over the funding position, the need to have a vision for the future and the need for strategies and programmes against which developer funding can be negotiated and bids for funding from sources can be made. The support of the District Council is crucial in bidding for and achieving adequate funding for transport infrastructure investment. The District Statement, which will be included within LTP3, outlines the Council's support for the LTP and key issues and priorities for the Council.

Background

5. The County Council is required by the Transport Act 2000 and the Local Transport Act 2008 to produce a third Local Transport Plan (LTP3) for the period from April 2011. The coalition government has confirmed their continued commitment to the role of LTPs as a key tool in delivering transport investment and services at the local level.

6. The LTP3 guidance allows more flexibility to develop plans that focus on local circumstance. Unlike previous LTP, there will no longer be national review of plan quality and content, and the requirement to review and replace plans in a five year cycle has been replaced by a requirement to keep the plan current. LTP3 seeks to take advantage of this flexibility and local focus in a number of ways, including:
- Separating the Strategy and the Implementation Plan into separate documents.
 - Having a longer timeframe for the Strategy, initially from 2011 - 2026.
 - Having a shorter term detailed Implementation Plan which will be reviewed annually and look 2-3 years ahead.
 - Taking a modular approach to LTP3, with the intent that individual sections will be updated in timescales that fit with other local plans, policies and processes.
7. The Draft LTP3 Policies and Strategy document and Implementation Plan can be viewed on the County Council's website at:
<http://www.cambridgeshire.gov.uk/transport/strategies/local/>

Local Transport White Paper

8. In January 2011 the Government published its Local Transport White Paper: Creating Growth, Cutting Carbon - Making Sustainable Transport Happen, together with guidance on bidding for Local Sustainable Transport Funding. LTP3 is consistent with the White Paper, focussing on delivering economic growth whilst being greener, safer and improving quality of life in local communities. This means focussing on implementing packages of local solutions enabling people to make sustainable transport choices.

Funding

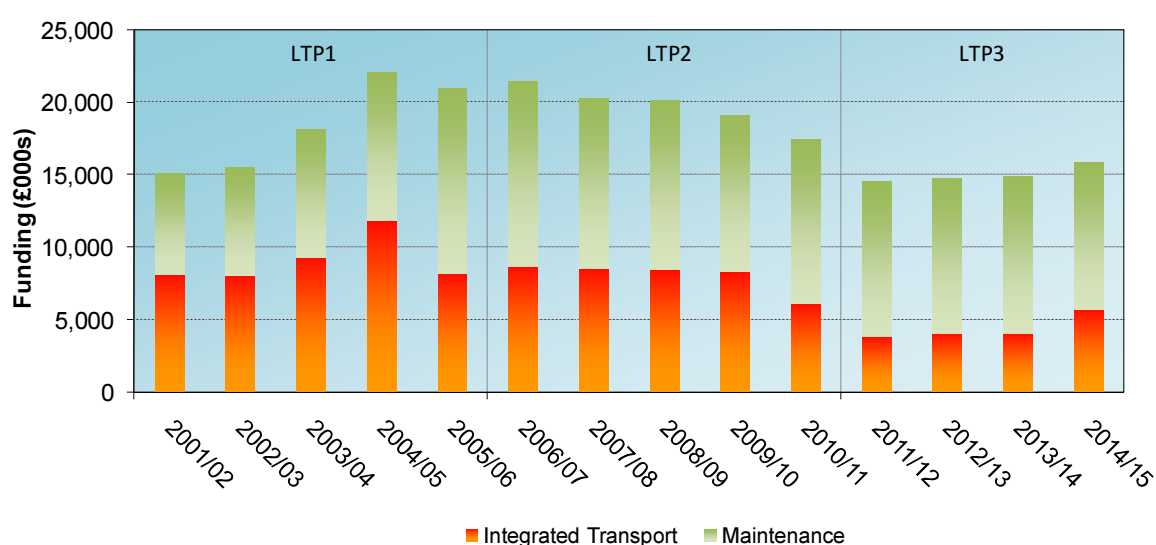
9. There are very challenging times ahead in terms of financial restraint. Funding from Government for transport is allocated to local transport authorities from five sources. These are:
- **Integrated Transport Block.**
 - **Maintenance Block.**
 - **Major Schemes Pot.**
 - **Sustainable Transport Fund.** A new funding pot that has been established by Government with a total of £560 million capital and revenue funding available across England in the four years from 2011/12.
 - **Regional Growth Fund.** Another new funding pot that has been established by Government with a total of £1.4 billion capital and revenue funding is available across England in the three years from 2011/12.
10. The capital grants from Government for **Integrated Transport** (used primarily for relatively small scale physical improvements to local transport networks) and **Maintenance** (major maintenance works to the transport network, including major resurfacing, maintenance or replacement of bridges, tunnels and other highway

structures) for 2011/12 and 2012/13 and indicative funding for 2013/14 and 2014/15 were published on 13 December, as detailed in Figures 1 and 2.

Figure 1 Capital grants for LTP3

Programme Area	Av. LTP2 funding 2006/07 – 10/11	LTP3 funding		Indicative funding		Av. cut from LTP2
		2011/12	2012/13	2013/14	2014/15	
Integrated Transport	£8.431M	£3.805M	£4.059M	£4.059M	£5.707M	-48%
Maintenance	£11.658M	£10.712M	£10.695M	£10.801M	£10.104M	-9%
Total	£20.089M	£14.517M	£14.754M	£14.860M	£15.811M	-25%

Figure 2 Capital funding from Government for LTP1, LTP2 and LTP3



11. In October 2010, the Government announced the **Major Schemes** (local schemes of total cost greater than £5 million) it will support or consider for funding in the next four years. In Cambridgeshire, there were no schemes on these lists. There is therefore no scope to fund priority projects such as Chesterton Interchange or the Ely Southern Link Road from this source prior to 2015/16.
12. Although the County Council and its partners are likely to bid for funding from The Regional Growth Fund and Local Sustainable Transport Fund, they cannot be relied upon to supplement the reduced core budgets.
13. There are a number of further sources of funding raised locally that are used to undertake maintenance or improvement of the transport network, including:
 - **County Council revenue funding.** Used for management and maintenance of the local transport network; including pothole filling, winter maintenance, road safety education and maintenance of traffic signals and street lighting.
 - **County Council capital funding.** Used to supplement government funding in the Integrated Transport and Maintenance Block programmes.

- **District Council and Parish Council funding / contributions towards schemes.** Contributions towards the delivery of transport infrastructure and services that help deliver local priorities in their areas.
 - **Developer funding.** Funding negotiated from developers towards schemes to mitigate against the impact of development proposals on the transport network.
 - **Grant funding from other sources.** Possible sources include European funding, funding from government departments other than the Department for Transport, and funding from local stakeholders.
14. The LTP3 Policies and Strategy document therefore attempts to find a balance between realism over the funding position, the need to have a vision for the future and the need for strategies and programmes against which developer funding can be negotiated and bids for funding from sources such as the Local Sustainable Transport Fund and the Regional Growth Fund can be made.

Process to develop the draft strategy

15. The Strategy to 2026 has been developed following public and stakeholder consultation which took place from January to July 2010. Strong partnership working has been integral to the formulation of the consultation materials and development of the draft Strategy. The Cambridgeshire district councils have contributed to the production of the strategy by means of a joint officer steering group.

LTP3 Objectives

16. The objectives of the LTP are the County Council's five strategic objectives and reflect the national policy position by placing a focus on tackling carbon emissions and growing the economy. They are also broadly similar to the Council's own aims and objectives and are listed below:
1. Enabling people to thrive, achieve their potential & improve their quality of life.
 2. Supporting & protecting vulnerable people.
 3. Managing & delivering the growth & development of Cambridgeshire's communities.
 4. Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.
 5. Tackling climate change.

LTP3 Challenges

17. The Strategy is based on the need to address eight key transport challenges. These challenges, set out below, have been identified through public and stakeholder consultation, local and national research, including drawing on census data, transport modelling data and environmental data. They are:
- Reducing the length of the commute and the need to travel by private car.
 - Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire.
 - Improving the reliability of journey times by managing demand for road space and maximising the capacity and efficiency of the existing network.

- Making sustainable modes of transport a viable and attractive alternative to the private car.
 - Future-proofing our maintenance strategy and new transport infrastructure to cope with the effects of climate change.
 - Ensuring people – especially those at particular risk of social exclusion – can access the services they need within reasonable time, cost and effort wherever they live in the county.
 - Addressing the main causes of road accidents in Cambridgeshire.
 - Protecting and enhancing the natural environment by minimising the environmental impact of transport.
18. Although LTP3 sets out measures for addressing the above challenges on a countywide basis, as a modular plan it will comprise a suite of documents and in due course will also include:
- **Cambridge Area Transport Strategy (CATS)** will set out how additional growth planned for the city and surrounding area will be accommodated and the transport improvements needed. It will also be an important mechanism for securing funding towards transport improvements (and will replace the current Cambridge Corridor Area Transport Plans).
 - **Market Town Transport Strategies (MTTS)** consider in detail the transport needs of each particular town and set out a programme of measures to encourage use of more environmentally sustainable transport and improve safety over the longer term. Like CATS, they will also be used to help secure funding.
 - **Rural Transport Strategy (RTS)** a strategy for the rural areas of the county.
19. The development of CATS (currently underway) and the RTS will be of particular interest to South Cambs, and Members and officers will be closely involved in their development. It will be important to ensure packages of measures that will, in combination, meet the plan objectives and have the best chance of meeting the bidding criteria for Government funding.
20. The Cambridgeshire Councils are currently working together to draw up a proposal to bid for Local Sustainable Transport Fund monies, which is likely to include a proposal to expand and co-ordinate community transport services across the county in the wake of the proposed withdrawal of bus service subsidies.

District Statement

21. The District Council needs to submit a short statement to be incorporated into the LTP which sets out the Council's transport priorities and key issues for South Cambridgeshire. Support of the District Councils as major partners in the LTP process has been a major factor in securing improved funding for transport infrastructure for the area in recent years. One of the bidding criteria for future funding is local support and partnership working. A draft Statement for South Cambridgeshire is attached at Appendix 2 for endorsement.

Next Steps

22. The final LTP3 will be submitted to Government by the end of March 2011. Although the Government is stepping back from monitoring, national guidance makes it clear that local authorities should continually look to improve their own performance. Authorities are accountable to their communities rather than to the DfT for both the quality of the transport strategies prepared and for ensuring effective delivery. Performance monitoring should be an integral part of managing the LTP programme therefore the Implementation Plan will be reviewed on an annual basis, although looking ahead 2-3 years.

Implications

23. Financial	There are no direct financial implications for the Council. However, LTP3 sets out strategies and programmes against which developer funding can be negotiated and bids made for funding from other sources, therefore there is a need for the Council to work in partnership with the County Council to achieve positive outcomes as funding opportunities arise.
Legal	None.
Staffing	Within existing staff resources.
Risk Management	The lower level of funding present challenges to the delivery of the strategies and programmes.
Equality and Diversity	LTP3 has been subject to an Equality Impact Assessment.
Equality Impact Assessment completed	Yes http://www.cambridgeshire.gov.uk/transport/strategies/local/ The EqIA has been shown to have a neutral and / or positive impact on Equal Opportunities.
Climate Change	LTP3 is important for the delivery of sustainable transport, with resultant climate change benefits.

Consultations

24. Cambridgeshire County Council undertook stakeholder and public consultation in Spring 2010 prior to the preparation of the Strategy document. The Strategy has also been developed in partnership with the District Councils.
25. Internal officer consultation has been undertaken on the draft Strategy and in the preparation of the District Statement. An early draft of LTP3 and District Statement has also been shared with the New Communities and Planning Portfolio Holders and the Member Champion for Children and Young People.

Effect on Strategic Aims

26. **We are committed to being a listening Council, providing first class services accessible to all:** The stakeholder and public consultation in Spring 2010 has enabled the Councils to receive comments prior to the preparation of the strategy.
27. **We are committed to ensuring that South Cambridgeshire continues to be a safe and healthy place for you and your family:** LTP3 sets out a broad range strategies and programmes for the delivery of sustainable transport accessible to all, and maintenance of the existing network.
28. **We are committed to making South Cambridgeshire a place in which residents can feel proud to live:** LTP3 sets out a broad range strategies and programmes for

the delivery of sustainable transport accessible to all, and maintenance of the existing network.

29. **We are committed to assisting provision of local jobs for you and your family:** LTP3 will ensure adequate infrastructure is in place to accommodate further development.
30. **We are committed to providing a voice for rural life:** The stakeholder and public consultation in Spring 2010 has enabled the Councils to receive comments prior to the preparation of the strategy.

Conclusions / Summary

31. The LTP has been reviewed and will be submitted to Government at the end of March. LTP3 attempts to find a balance between realism over the funding position, the need to have a vision for the future and the need for strategies and programmes against which developer funding can be negotiated and bids for funding from sources such as the Sustainable Transport Fund and Regional Growth Fund can be made. The support of the District Council is crucial in bidding for and achieving adequate funding for transport infrastructure investment. The District Statement outlines the Council's support for the LTP and key issues and priorities for the Council.

Background Papers: the following background papers were used in the preparation of this report:

Cambridgeshire Local Transport Plan 2011-2026 Policies and Strategy
Cambridgeshire Local Transport Plan 2011-2026 Implementation Plan

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Appendices:

1. Executive Summary for Local Transport Plan 3 (Policies and Strategy)
2. Executive Summary for Local Transport Plan 3 (Implementation Plan)
3. District Statement

Appendix 1

LTP3 Policies and Strategy Executive Summary

This is Cambridgeshire's Third Local Transport Plan (also referred to as this LTP, LTP3 and the Plan) and covers the period 2011-2026.

The Plan is split in to two main parts; this first part is the Policies and Strategy, which sets out the Plan's objectives, problems and challenges and the strategy to meet the challenges.

The second part is the Implementation Plan, which is essentially a business plan detailing how we will deliver the LTP3 Strategy. It details our programmes for the delivery of transport improvements to the networks managed by the County Council, and also for the day-to-day management and maintenance of the network. It sets out the schemes and measures we expect to deliver in the first year of the Plan in detail, and sets out the processes by which future years' programmes will be developed. It also details the indicators and targets we will use to monitor our performance.

The LTP demonstrates how our policies and plans for transport will contribute towards the County Council's vision – Creating communities where people want to live and work: now and in the future. While we must have a vision for the future, we must also be realistic and recognise that we do not have the resources to deliver all of the measures we would wish to over the lifetime of the Plan. Indeed, given the current economic climate, our ability to implement schemes in the short-term may be particularly limited, although we will try and be innovative in the way that we use funds that are available. In this respect, it is important that the LTP sets the policy framework that leaves us well prepared to take advantage of opportunities that may occur to bring in additional or alternative funding and resources.

As a flexible and dynamic document, the LTP Policies and Strategy document will be updated to reflect changes in the wider local and national policy context, council priorities and local consultation as and when needed. The Implementation Plan will be updated on an annual basis.

As with our previous Plans, this LTP3 has been produced in partnership with Cambridge City Council and the district councils of East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire. We have had a strong working relationship for many years and have been very successful in bringing together the planning and transport responsibilities of these authorities, to ensure an integrated approach to the challenges.

LTP3 seeks to address existing transport challenges as well as setting out the policies and strategies to ensure that planned large-scale development can take place in the county in a sustainable way. In addition to working with Cambridge City and the District Councils, our Policies and Strategy and Implementation Plan documents have also been informed by public and stakeholder consultation, so that these documents reflect local people's views and concerns.

This LTP has been produced during a period of significant change, particularly in terms of the regional planning framework and tough financial climate. However, the County Council is committed to its overarching vision – Creating communities where people want to live and work: now and in the future.

Funding

In the short to medium term our ability to deliver transport improvements in Cambridgeshire will be limited compared to previous years. For Integrated Transport we have £3.805 million for 2011/12 compared to £8.4 million on average in the previous five years. For maintenance we £10.695 million compared to £11.658 million on average in the previous five years. This

means that we will not be able to implement large-scale transport schemes such as new roads, public transport improvements or road safety initiatives. In addition, there will be less money for road maintenance.

We will endeavour to secure additional funding through bidding opportunities such as the Regional Growth Fund and the [Local Sustainable Transport Fund](#). Through the fund £560million will be available to the fund for the 4-year period to 2014-15 and will comprise both revenue and capital funding. The first round of bids must be submitted by 18th April 2011, authorities can bid for up to £5 million. Bids for packages of measures up to £50 million will be short listed in July 2011.

Objectives and challenges

The County Council's priorities are set out below. These reflect the most important things we will do as a Council.

- Supporting and protecting people when they need it most
- Helping people to live independent and healthy lives in their communities
- Developing our local economy for the benefit of all

The LTP will contribute towards the Council's overall priorities, while also focusing on five LTP objectives set out below.

1. Enabling people to thrive, achieve their potential and improve quality of life
2. Supporting and protecting vulnerable people
3. Managing and delivering the growth and development of sustainable communities
4. Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise
5. Meeting the challenges of climate change and enhancing the natural environment

In response to Government's priorities – the economy and climate change – and the views expressed locally in our public and stakeholder consultation, all these objectives are important and the strategy will enable economic growth and tackle climate change.

Key among the issues affecting Cambridgeshire is the large-scale growth planned across the county, with the associated pressure on the transport network and the environment, and the risks of increased congestion and carbon dioxide emissions and worsening air quality. In parallel, many rural areas of the county continue to suffer from poor access to key services and leisure facilities and the risk of social exclusion.

We have translated the issues and problems related to each of the objectives, into a set of eight challenges for transport, under which, we have set out our strategy for addressing them. The challenges and summarised strategies are:

Challenge 1: Improving the reliability of journey times by managing demand for road space and maximising the capacity and efficiency of the existing network

We will continue to investigate the potential to manage demand using the experience we have already gained within the county where this can help to improve conditions for

sustainable modes of transport and maximising the capacity of the network. Furthermore, we will support measures which encourage the transfer of more freight onto rail and continue to work with freight operators to promote the use of the most appropriate routes for road freight, particularly where that is passing through the county.

Challenge 2: Reducing the length of the commute and the need to travel by private car

Our transport strategy supports the development strategy for Cambridgeshire by aiming to reduce the need to travel and by providing sustainable travel options for new developments. We will focus on securing school, workplace and residential travel plans and support and encourage employers to adopt smarter choices measures to help reduce the need to travel. We will also support and encourage journey planning tools to improve information available for journeys by sustainable modes.

Challenge 3: Making sustainable modes of transport a viable and attractive alternative to the private car

Countywide, we will continue to push forward in making sustainable modes of transport more attractive by continuing to develop sustainable networks for walking and cycling, making it easier for people to change between modes of transport and working with bus operators to provide high quality bus services. In addition, our aim is to improve the environment and safety for pedestrians, cyclists and public transport users, in accordance with our user hierarchy and focus on raising awareness of the transport choices available, including the health and environmental benefits of cycling and walking. This will include work with local planning authorities to ensure provision for sustainable modes that form an integral part of new developments.

Challenge 4: Future-proofing our maintenance strategy and new transport infrastructure to cope with the effects of climate change

To address these issues our strategy will use a risk management approach to help determine priority areas for adapting to climate change. We have developed an adaptation action plan to set out how we will meet our objectives. We will take account of the projected impacts of climate change at the scheme design stage, make use of emerging technologies as they become available and build new infrastructure to the latest standards for withstanding the impacts of climate change.

Challenge 5: Ensuring people – especially those at risk of social exclusion – can access the services they need within reasonable time, cost and effort wherever they live in the county

Our strategy focuses on access to key services for our communities to the nearest main service centre, e.g. large village or market town. We will consider the whole journey, including the interaction between different modes of transport and aiming to provide suitable transport provision for necessary journeys, whilst also recognising the importance of car borne access in many of our rural areas. We will continue to support the development and work of community transport schemes as well as investigating alternative forms of public transport where traditional bus services do not meet community needs. This will include work with service providers to be innovative in the way services are delivered locally recognising that it is not simply about providing a transport service but as much about where and how the service is provided based on need.

Challenge 6: Addressing the main causes of road accidents in Cambridgeshire

To continue to reduce casualties our strategy will focus on education, training and publicity to improve road user behaviour, particularly targeting young drivers and riders, users of rural roads and children. In addition, we will progress our programme of measures aimed at reducing casualties at accident cluster sites that will give the highest casualty reduction and work with the police and other agencies through the Cambridgeshire and Peterborough Road Safety Partnership.

Challenge 7: Protecting and enhancing the natural environment by minimising the environmental impact of transport

Our strategy to protect and enhance the environment will focus on working with the district councils to reduce levels of air pollution in order to meet national objectives. This will be achieved through managing and reducing vehicle emissions and encouraging increased usage of sustainable modes of transport. Additional demand management measures will also be investigated where appropriate in order to manage car use and we will investigate the use of new technologies as they become available. Environmental issues such as protecting biodiversity and impacts on the landscape will be considered at the design stage of transport projects and we will support the provision of green infrastructure. Furthermore, we will reduce carbon dioxide emissions through a programme of smarter choices measures, improvements to sustainable travel options and the management of car use.

Challenge 8: Influencing national and local decisions on land-use and transport planning that impact on routes through Cambridgeshire

We will reflect national policies in our local plans, policies and strategies and continue to lobby for rail improvements as well as improvements to the trunk road network, including the A14.

While aiming to address all the challenges we have identified, the main focus of our strategy will be on measures and initiatives that maintain and enhance the economy and also those that tackle climate change. This reflects both the outcomes from public and stakeholder consultation as well as the direction of national transport policy. The strategy recognises the tensions between enabling economic growth and tackling climate change, and will aim to balance the two objectives.

Monitoring and performance

Monitoring the effectiveness of our Policies and Strategy document and Implementation Plan is a key part of our LTP. We want to ensure that the delivery of our Plan is as effective as possible and is providing value for money, and therefore have a robust monitoring framework of indicators and targets to check our progress towards delivering our strategy and achieving our objectives. The indicators we have chosen reflect the issues which are most important to Cambridgeshire while at the same time enabling us to compare our progress against other local authorities in the country.

Conclusion

Our LTP3 Policies and Strategy document and Implementation Plan set out how we will help to address existing transport related problems and meet the transport needs of the large-scale development planned for the county. It is important that our strategy provides the right balance between being aspirational, and outlining what we want to achieve against a backdrop, in the shorter term at least, of significantly less funding than during previous LTP periods whilst still being able to respond to the changing environment as and when needed.

As such, our LTP3 is a flexible and dynamic suite of documents which will respond to the changing environment, as and when needed. This LTP aims to provide maximum value for

money through close partnership working, by closely integrating our Policies and Strategy document and Implementation Plan and by monitoring our performance against indicators relevant to local communities.

LTP3 Implementation Plan Executive Summary

This Implementation Plan is the second of the two core documents in the suite of documents that make up the Third Cambridgeshire Local Transport Plan (LTP3). It shows how the Implementation Plan fits in with and draws from the LTP Policies and Strategy, and from policy guidance, key objectives and more detailed local strategies.

As the mechanism for managing our delivery of the whole LTP, the Implementation Plan is essentially a business plan detailing how we will deliver the LTP Policies and Strategy. It details our programmes for the delivery of transport improvements to the networks managed by the County Council, and also for the day-to-day management and maintenance of the network. It sets out the schemes and measures we expect to deliver over the first year of the plan in detail, and sets out the processes by which future years' programmes will be developed.

The Transport Capital Programme for 2011/12 focuses on the delivery of improvements to the transport network in Cambridgeshire, and the undertaking of major maintenance schemes. The types of measures that are funded from this programme include:

- Traffic calming schemes
- Pedestrian crossings
- Major road maintenance and structural maintenance schemes
- Cycleway schemes
- Junction improvements
- Major schemes (e.g. Guided Busway, Papworth Everard Bypass)

The Transport Revenue Programme for 2011/12 focuses on the day-to-day management and maintenance of the local transport network in Cambridgeshire. The types of measures that are funded from this programme include:

- Routine ongoing minor maintenance (e.g. pothole filling, gully emptying, grass cutting)
- Road safety education
- Winter maintenance
- Travel planning with schools and businesses
- Supported bus services / concessionary bus fares
- School crossing patrols

Funding levels for at least the first four years of this plan will be extremely challenging, with cuts to core funding of around 25% from levels seen over the period of the second Cambridgeshire Local Transport Plan (LTP2). Revenue funding for transport will also reduce over the Plan period. There are new opportunities such as the Regional Growth Fund and the Sustainable Transport Fund, but these are bidding funds, and cannot be relied upon to supplement our reduced core budgets.

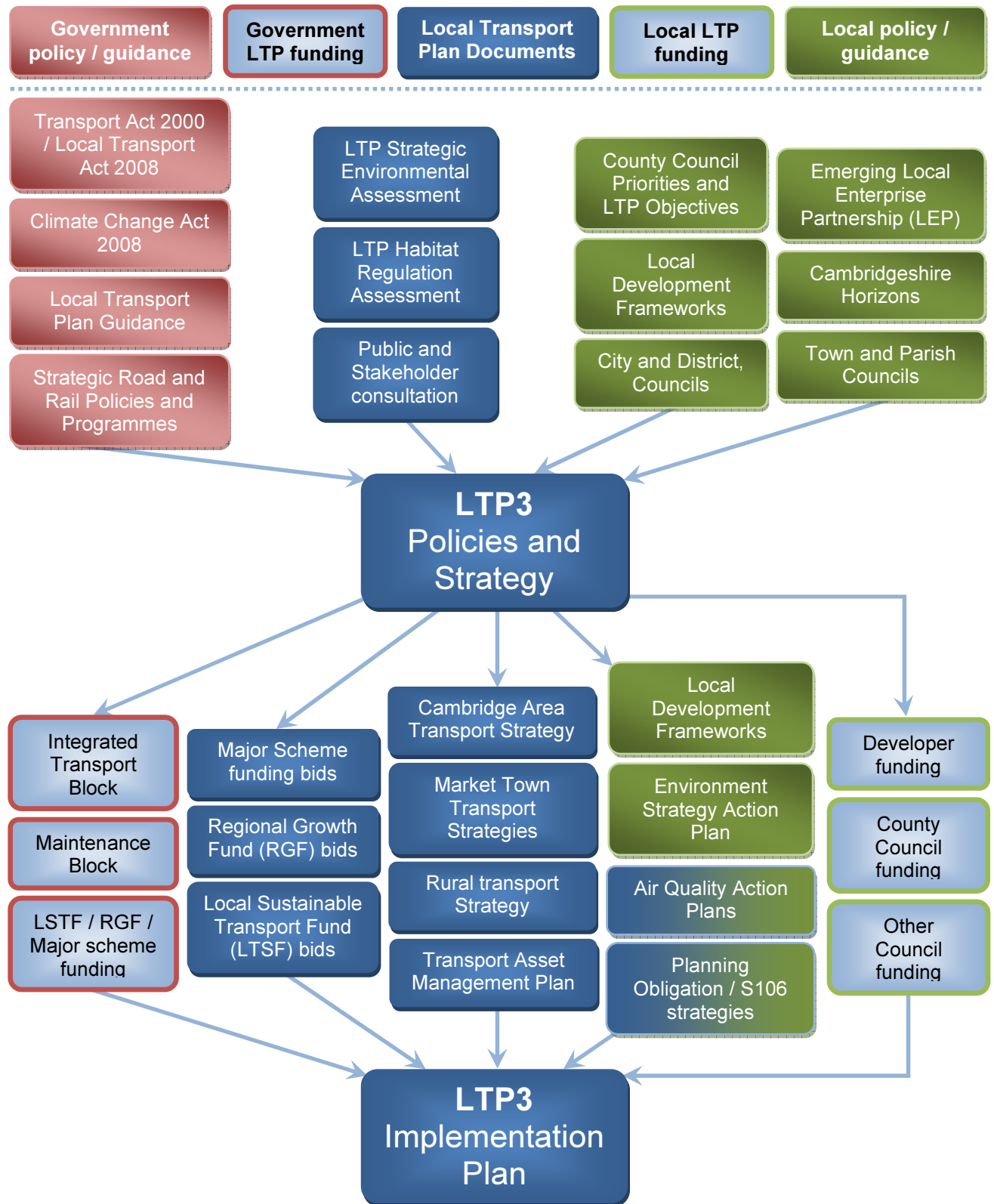
The significant challenges that the current funding environment brings therefore requires the County Council and its partners to review not only the scope of the programmes that can be delivered, but also the organisational structures that deliver them.

We have therefore set out the process which we will undertake through 2011 to develop the detailed programme for 2012/13 onwards. A detailed programme looking a year ahead will be maintained, along with a less detailed programme setting out the expected expenditure in programme areas of the following 3-4 years. Both will be updated on an annual basis, to ensure that the Implementation Plan remains aligned with our District Councils' Local

Development Frameworks (LDFs) and the needs of partner delivery agencies, local stakeholders and the public.

The 2011/12 programme addresses the views of stakeholders and communities by reflecting their views on our LTP objectives and priority areas. For future years, work will be undertaken in 2011 to consider areas or programmes where decision making on priorities and schemes can be devolved to a more local level, but also to identify those areas where it will remain critical to maintain the strategic overview needed to ensure the safe and effective operation of the transport network.

Figure 0.1 The Local Transport Plan suite of documents within local and national guidance



Effective programme management and monitoring of performance is essential if the best possible outcomes are to be achieved from available resources, particularly in times when funding and resources are reducing. Cambridgeshire County Council seeks to ensure that

the management of its transport programmes is effective and appropriate, and is accountable to Members of the Council, the Council's partners and the wider community in Cambridgeshire.

CAMBRIDGESHIRE LOCAL TRANSPORT PLAN
STATEMENT BY SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

This is the third Cambridgeshire Local Transport Plan (LTP) produced as a result of the continuing partnership between the Cambridgeshire local authorities.

The Council recognises that the scope of the new LTP is constrained by the reduced level of Government funding available, and it therefore cannot fully address all the transport measures that people desire and sometimes require in order to continue to enjoy a high quality of life, facilitate new development and sustain the local economy.

As a result, the challenge for this LTP will be one of finding alternative sources of funding, including developer funding, and deliverable schemes which have an impact. There is already an established culture of co-operation between the Councils in Cambridgeshire, particularly the three Councils in the Cambridge Area, on all transport modes. The Coalition Government's 'Big Society' agenda and Localism Bill present new opportunities through extended partnership working at the local level, which must be fully explored. Local people will be able to become more actively involved in planning and delivering transport in their area.

The LTP will help with the delivery of the Council's vision describing our long-term aspirations for service delivery:

To make South Cambridgeshire a safe and healthy place where residents are proud to live, and where there will be opportunities for employment, enterprise and world-leading innovation. We will be a listening Council, providing a voice for rural life and first-class services accessible to all.

This will be achieved through the following five strategic aims:

- Committed to being a listening Council, providing first class services accessible to all
- Ensuring that South Cambridgeshire continues to be a safe and healthy place for you and your family
- Making South Cambridgeshire a place in which residents can feel proud to live
- Assisting provision of local jobs for you and your family
- Providing a voice for rural life

1. THE AREA

1.1 South Cambridgeshire is a predominantly rural district entirely surrounding the City of Cambridge, with villages ranging in size from small hamlets to Sawston, which has around 8,000 people. The district also includes parts of the urban fringe of Cambridge, notably to the north and at Cherry Hinton. Cambridge is the natural focus, although villages towards the periphery of the district look beyond its boundaries to

the surrounding ring of market towns, such as Royston and Haverhill. Nevertheless, Cambridge is the sub-regional centre, and access to it is of great importance.

- 1.2 A number of strategic routes run through the district, both north / south and east / west, reflecting the strategic importance of Cambridge in the region. These routes include the M11, A14 and A428 and the London / Ely / Kings Lynn railway.
- 1.3 In many parts of the district public transport is good, especially along the main roads or 'corridors'. However, there are several villages where access to a bus or train service is poor or absent - only 6 villages are served by a railway station, for example. This, coupled with the rural nature of the district, means that many people feel isolated within and from their communities. Accessing appropriate transport for essential and social journeys is challenging for many people, including the elderly and infirm, disabled, parents with young families and those who don't drive, including children and young people. The possible withdrawal of subsidies for marginal rural bus services could have a major impact on accessibility for smaller communities unless new services come forward to take their place. The LTP Rural Transport Strategy will be crucial as a starting point for addressing the transport needs of these people in the rural area.

2. POLICY BACKGROUND

- 2.1 The South Cambridgeshire Local Development Framework (LDF) contains a number of plans (www.scambs.gov.uk/ldf). The Core Strategy Development Plan Document (DPD) was adopted in 2006 and sets out the strategy for the district for the period to 2016 and beyond. The Council has adopted two further DPDs and four Area Action Plans, the last of which was adopted in January 2010. 13 Supplementary Planning Documents provide further guidance on the implementation of these policies.
- 2.2 In the past much of the housing development has been focused on the villages and towns beyond the city. Whilst there has been employment growth elsewhere, Cambridge has remained the dominant centre of employment. As demand has outstripped the supply of housing close to Cambridge, people have located further from Cambridge increasing commuter flows through the district.
- 2.3 The LDF provides for most of the new development in the district to take place on the edge of Cambridge, including on the north western, eastern and southern fringes, and in a new town near to Longstanton and Oakington, known as Northstowe. Developments in these locations will maximise opportunities to reduce the need to travel, and provide modal choice by public transport, cycling and walking.
- 2.4 The district has higher than county average levels of car ownership, particularly for the number of households with 2 or more cars, 41.2% compared to 33.8% countywide (2001 Census). The district is also characterised by a high level of commuting and congestion on a number of strategic routes. Although travel by non-car modes will be encouraged in the new development areas, the high level of development being planned will mean that traffic will continue to increase.
- 2.5 The LDF plans for an almost 40% increase in housing development between 1999 and 2016. Whilst the recent economic downturn has resulted in a decline in house

building, as the economy recovers housebuilding is expected to return to pre-recession levels by 2014. In addition, most of the major development sites, on the edge of Cambridge and at Northstowe, are reliant upon the A14 improvements to increase capacity of the road in order to accommodate the growth. However, the Highways Agency's proposed A14 Ellington to Fen Ditton Improvement Scheme, upgrading the road to three lanes, will not now happen as proposed and new measures to increase capacity are being explored by the Department for Transport.

- 2.6 In the meantime the Council is working with the Councils in the Cambridge area and the Highways Agency to explore other ways of facilitating additional growth in advance of any A14 improvements. The LTP Cambridge Area Transport Strategy will also have a crucial role to play in accommodating additional growth in a sustainable way without harm to the economy and environment.
- 2.7 The Council is beginning a review of the Core Strategy and Development Control Policies DPDs in 2011 and may need to consider new housing allocations to make up for delays in housebuilding on sites affected by the delay in improving the A14.

3. LAND-USE & TRANSPORT POLICIES

- 3.1 *The policy is to locate the majority of development in sustainable locations close to existing employment and services, or where there is an opportunity to improve local services. This will minimise the need to travel and facilitate modal choice for new and existing residents through the provision of new infrastructure and public transport services.*
- 3.2 *The Area Action Plans detail the transport objectives and policies applying to the major developments. Cambridge East will be served by a rapid transit system, providing dedicated public transport to key destinations in the city. Development in the Cambridge Southern Fringe will be within easy walking distance of Trumpington Park and Ride site, and The Busway. Like Cambridge East, development in the North West of Cambridge will seek to achieve a modal share of no more than 40% of trips by car. The new town of Northstowe will develop to an ultimate size of up to 10,000 dwellings, together with associated community facilities and services, and some employment provision. The Busway will directly serve the new town, with a dedicated local busway through the heart of the new development, providing High Quality Public Transport.*
- 3.3 *In the rest of the district the Council's transport objectives and policies are set out in the Local Development Framework Development Control Policies DPD:*
www.scams.gov.uk/ldf/dcpoliciesdpd.
- 3.4 *The transport issues vary across the district. The population of the growth areas is likely to be younger and economically active, often with families who themselves need transport. Conversely, the population of the rural areas is likely to become older and issues of isolation and accessibility risk becoming increasingly prevalent. It must also be recognised that for some journeys and for many people in the rural area no alternative is possible and the car will remain indispensable. Therefore it is important to provide alternatives to the car before further traffic restraint is applied.*

3.5 However, the Council recognises that whilst it is difficult to reduce traffic levels in the area because of continuing development, subject to reductions in public expenditure over coming years there may be scope to increase the proportion of journeys undertaken by more sustainable forms of transport. The Council will seek to secure Travel Plans through Section 106 agreements, together with contributions towards mitigating the impact of the trips generated by new development through the adopted Cambridge Corridor Area Transport Plans and a Community Infrastructure Levy. The existing Corridor Area Transport Plans have provided a useful approach to securing developer contributions, which complement LTP funding. These Plans are currently being reviewed as part of the Cambridge Area Transport Strategy.

6. PUBLIC AND COMMUNITY TRANSPORT

- 6.1 In a rural district commercial public transport services are very often not viable without significant levels of subsidy and tend to provide a very limited service frequency. Given the current funding situation, many rural bus services may therefore be in jeopardy without intervention.
- 6.2 Therefore the Council supports the creation of rural interchanges at key locations along the main corridors served with higher frequency bus services, which may help increase patronage on these services and improve their viability. There is already evidence that people are cycling to bus stops, for example along the former A428. Provision of infrastructure such as cycle parking, a shelter, seating and real time information would enable people from nearby villages to walk, cycle, use community transport or be dropped off at a bus stop in order to interchange with a high frequency bus service.
- 6.3 Community Transport was one of the Council's objectives in 2009/10, and this led to the production of a Community Transport Strategy (CTS) with the aim of complementing conventional means of transport in order to aid independent living, increase access to services and reduce rural isolation, which particularly affects the elderly and young people. The CTS is supported by an Evidence Base and Action Plan, which provide the first steps towards a more comprehensive approach to the improvement of transport services within South Cambridgeshire.
- 6.4 The objectives of the CTS are to understand the level of need for community transport within the district; developing capacity, self-sufficiency and environmental sustainability of service providers to meet the need; and to enable easy access to community transport. Community transport delivery must be linked to and integrated with public transport policy to help 'plug the gaps', therefore it is crucial for the Council to continue to work with partners in order to manage change effectively.
- 6.5 The Council would also like to explore the provision of Demand Responsive Travel, whereby people can ring a central number and ask to travel the same day to their destination. This would provide greater flexibility in public transport services to the most isolated communities to travel when they want or need to, rather than when the service is provided. Experience elsewhere shows it can offer a cost effective means of providing a better public transport service to people in rural areas compared to subsidising conventional buses. When funding can be found the Council would support a major expansion of Community Transport services in South

Cambridgeshire. In the meantime, the Council would support a pilot project to investigate the feasibility, potentially using Community Transport services. Demand Responsive Travel may also have a role in providing access to rural interchanges from poorer served villages.

6.6 As Community Transport is becoming increasingly important to 'plug the gaps' in public transport it is important to the Council that every opportunity is taken to extend the discretionary element of the Concessionary Fares Scheme to allow Concessionary Bus Passes to be used on Community Transport services, particularly in those areas where there are no public transport alternatives.

6.7 With Cambridge the focus of many trips by public transport it is important that bus journey times into and interchange within the city are improved, to help minimise journey times, and improve journey reliability and ease of access. Congestion along the radial routes approaching Cambridge as well as in and around the city centre, including the large number of buses utilising the Drummer Street area, is currently a problem that is impacting on the overall quality of bus services. The LTP Cambridge Area Transport Strategy will be crucial to addressing these issues.

6.8 The Council supports the development of an interchange at Chesterton which will substantially improve accessibility for residents living to the north of the city to rail and bus services without the need to travel into the city centre or railway station.

7. CYCLING

7.1 In June 2008 South Cambridgeshire District Council became a partner in the Cycle Cambridge project, working with Cambridgeshire County Council and Cambridge City Council, utilising £3.6m of funding (match funded) to improve cycling in Cambridge and within a 5-6mile radius, which includes the necklace villages in South Cambridgeshire.

7.2 Much progress has been made to date on several routes in South Cambridgeshire, and other infrastructure measures including the implementation of cycle parking at primary schools and village locations, the launch of Cycling Sorted, an online mapping system that will allow the public to plot onto digital maps their suggested locations for cycle parking and minor improvements to cycleways. In addition, many soft measures have been carried out, including Bikeability training in primary schools and for adults, and various marketing and promotion events. The results are already visible, with completed routes already well used.

7.3 The route between Cottenham, Histon and Impington into Cambridge is already heavily used. However, the A14 junction can be seen as a barrier to some less accomplished or confident cyclists. As a result there may be a high level of latent demand, particularly for children accessing schools in the area. Therefore the Council commissioned a study to establish what improvements to the junction are feasible. Improvements to this junction, through the installation of cycle crossings on the slip roads, will be delivered as part of the Cycle Cambridge programme.

7.4 The network of routes from South Cambs to the city is now well developed. However, it is important that routes are considered in their entirety as the standard of the network

as a whole is critical to whether people choose to cycle. At present many cycle paths 'stop short' of desired destinations, such as the city centre, with cyclists directed onto roads where they have to compete with vehicles, often at busy bottlenecks or junctions, or they face longer, circuitous routes. The Council would like future funding on cycleways focussed on addressing these gaps in the network.

8. ROAD & RAIL FREIGHT

8.1 As outlined in paragraph 1.2, a number of strategic routes run through the district, resulting in considerable freight traffic on roads through the district. The Council therefore supports the Felixstowe to Nuneaton (F2N) rail improvements to increase capacity between the east coast ports and the midlands and beyond. Removing freight from the roads will help reduce congestion on strategic routes, particularly the A14, improve road safety and reduce CO₂ emissions by around three-quarters, all to the benefit of local communities living in villages close to these routes.

8.2 Changes in legislation and standards require HCV drivers to take regular rest breaks. However, there is insufficient secure serviced parking provision at present, leading to the use of industrial and residential areas for overnight stops. This has caused much local concern from the local communities affected, for example at Histon, Impington and Bar Hill. As well as undermining the amenity of the highway, lorry parking in residential areas also raises environmental health issues, particularly when drivers are taking overnight stops in areas where there are no public amenities available.

8.3 The Department for Transport (DfT) Strategy for Lorry Parking in England was published in November 2009, outlining the Department's Strategic Objectives and Action Plan. As part of this work the DfT undertook a survey as part of a Lorry Parking Audit Study in June 2010. Therefore slow progress is being made, however it is imperative that the Cambridgeshire authorities continue to press for a comprehensive national approach.

8.4 A substantial amount of new development is planned in the district which will require the transportation of building materials, thus further increasing the movement of lorries through the district. The Council is working with the County Council and developers to ensure freight traffic utilises the most appropriate routes to minimise impact on communities. The Council is also seeking the inclusion of a routing strategy in the County Council's Minerals and Waste Core Strategy.

South Cambridgeshire District Council fully supports the Cambridgeshire Local Transport Plan.

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