

**LOCAL TRANSPORT PLAN – ANNUAL PROGRESS REPORT  
(Report by Director of Operational Services)**

**1. PURPOSE**

- 1.1 To comment on the current APR draft and the Huntingdonshire statement.

**2. BACKGROUND**

- 2.1 DfT (Department for Transport) require Cambridgeshire County Council to submit a joint Annual Progress Report (APR) by 31st July 2004 on the delivery of the Cambridgeshire Local Transport Plan. The APR informs the financial settlement, usually around December, provided to deliver the transport agenda for Cambridgeshire.
- 2.2 This Authority, together with the other City and District authorities are required to submit a statement specific to their area outlining the commitment of the Council to the APR and also reporting on local delivery. A copy of the draft statement will be available for Members consideration at the meeting.
- 2.3 Members will recall that we produced a replacement LTP last year for the period 2004-2011 in advance of the national requirement for replacement in July 2005. This APR is still, however, based on the work of the previous LTP with the APR for next year reflecting the new document.
- 2.4 The APR is the mechanism by which Government allocates capital funds for transport on a year-by-year basis. Last year's submission secured a much improved settlement of £22.040M (21% higher than the previous year) with an overall 'above average' ranking for the APR itself. In recognition of this improvement, an extra £1.8M was granted. The settlement also included continued funding for the A14 village traffic calming project, further details of which are included within this year's submission.
- 2.5 This year's revised APR guidance is once again looking for clear identification of performance against targets and is looking for trajectory projections in order to assess expected performance for reported areas on a year-by-year basis. This is being specifically requested to provide a clearer indication of where earlier action may be required in order to address an action that may not be 'on-track' according to an overall stated target or objective.

**3. 2003/04 DELIVERY**

- 3.1 Key areas relating to delivery within this year's APR include;
- 3.1.1 A14 village traffic calming project is 'on-track' for implementation with a further bid now being made for Bluntisham, Buckden, Earith and The Stukeleys to be included from Spring/Summer 2005. Three other villages outside Huntingdonshire are also included in the bid.

- 3.1.2 An increase in Walking schemes of 32% delivered over the originally planned programme for 2003/04 is reported.
- 3.1.3 Under Cycling, a report on the completion of the jointly-funded County/District Eynesbury to railway station scheme in St. Neots is being submitted. This was delivered as part of the Market Town transport strategy and designed and delivered by this Council's Project team.
- 3.1.4 Within the continuing improvement of Public Transport infrastructure, the replacement of all the bus stops in St Neots is reported, which included posts, flags, timetable cases and updated timetable displays.
- 3.1.5 For Road Crossing schemes, a 141% increase over the planned programme is reported. This includes 28 additional crossings as part of Market Town strategies and 25 in villages close to the A14 as part of the traffic calming project.
- 3.1.6 An all time low figure for the number of people killed or seriously injured on roads in Cambridgeshire is reported, which continues the downward trend. 2003/04 saw a figure of 471 people recorded against a target of 481.
- 3.1.7 In terms of Major schemes, details relating to the development of the Cambridgeshire Guided Busway scheme are included outlining current progress with public consultation, the development of the Transport and Works Act Order and proposed on-street measures between Huntingdon and St. Ives and within Cambridge City.
- 3.2 Key areas relating to progress against targets and objectives include:
  - 3.2.1 A drop in the overall satisfaction rate relating to local bus services. Currently 29.5% against 39% three years ago.
  - 3.2.2 71% satisfaction rate with provision of public transport information, which is surprisingly high given the drop reported in 2.6.1 above.
  - 3.2.3 Good progress relating to the introduction of five (to date) Market Town transport strategies is reported, including St. Neots and Huntingdon and Godmanchester, and the commencement of work on the strategy for St. Ives. We have requested that work on the delivery of the Huntingdon Bus/Rail interchange during 2004/05 is reported, particularly as there is an overall target to develop rail/bus/taxi interchanges and this is currently the only scheme being developed outside Cambridge. Introducing increased levels of all-modes traffic monitoring is also reported.

- 3.2.4 Increased cycle use in market towns is currently not on track for delivery. Measures are suggested to address this which include the need to deliver the Eaton Socon to Eynesbury pedestrian/cycle bridge contained in the St Neots strategy. This is seen as a vital link in delivering a comprehensive network for the town thereby increasing the modal share for this mode.
- 3.3 In terms of the spending programme, we are aiming to ensure that the APR reports the overall levels of contribution made by this Council within Hunts, which will also be reflected in our Huntingdonshire statement.
- 3.4 In terms of amendments to Targets since the last APR was submitted, some specific areas relating to Hunts are as follows:
  - 3.4.1 The original target to double cycle use in market towns by 2006 is not on track. Based on the planned trajectory for this mode, a revised target of a 60% increase in cycling in market towns by 2010/11 is proposed (currently 3,736/day in 2003/04, proposed 5,278/day in 2010/11).
  - 3.4.2 While bus use in market towns is currently not on track (10,061 daily boardings), trajectory projections based on the current work programme, indicate that the current 2010 target will be met (12,050 daily boardings).
  - 3.4.3 The percentage of unclassified roads with negative residual life is not on track due to the diversion of funding to repair of hot weather damage during 2003/04. The allocation of an additional £587,000 during 2004/05 will bring this back on track.

#### **4. DISTRICT COUNCIL STATEMENT**

- 4.1 The Statement again reports on progress relating to jointly-funded schemes delivered with the County Council and other partners, with particular reference to the Market Town Transport strategies and the success during 2003/04 in the development of Community Transport schemes across Huntingdonshire.
- 4.2 Progress with development related objectives that link to the transport strategies is also included together with the outcomes of the Car Parking and Taxi strategy reviews.
- 4.3 Details of the continuing direction that the District Council will take on transport related matters with respect to our MTP are also included.

#### **5. CONCLUSION**

- 5.1 A decision on the APR is expected from DfT during December 2004 to cover the financial year 2005/06.
- 5.2 The views of Cabinet are requested on the draft APR and the proposed Huntingdonshire statement to be included therein.

## **6. RECOMMENDATION(S)**

6.1 It is recommended that Cabinet;

- (i) approve the current APR draft and Huntingdonshire statement; and**
- (ii) to authorise the Director of Operational Services, after consultation with the Executive Councillor for Planning Strategy, to approve any minor amendments to both the APR and Huntingdonshire statement.**

## **BACKGROUND INFORMATION**

Cambridgeshire Local Transport Plan 2001-2006  
Cambridgeshire Local Transport Plan 2004-2011  
Cambridgeshire Draft Annual Progress Report 2004

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