

**LOCAL TRANSPORT PLAN (LTP) 2006-2011 AND CAMBRIDGESHIRE
LONG-TERM TRANSPORT STRATEGY
(Report by Planning Policy Manager)**

1. INTRODUCTION

- 1.1 The Provisional Cambridgeshire Local Transport Plan (LTP) 2006-2011 was submitted by the County Council to Government in July 2005. As part of that process, all the District authorities of Cambridgeshire were signed partners to the Plan and provided input to the project and the inclusion of a District-based supporting Statement.
- 1.2 Government has now reported on the LTP and rated it 'very promising' and included a level of reward funding for 2006/07. Under new guidance issued, they have stated that a full LTP needs to be submitted to Government by the end of March 2006 and the authorities have been working together to deliver the plan based on feedback provided as part of the Provisional Plan. As part of this work the County Council, as lead partner, is aiming to translate the 'very promising' rating to an 'excellent' full plan with the possibility of further reward funding.
- 1.3 In addition to refining the LTP based on feedback received, the Government also requires that a high-level Long Term Transport Strategy is included setting out the more strategic objectives for Cambridgeshire.

2. BACKGROUND INFORMATION

- 2.1 The Full LTP is now available in draft form and can be viewed online at www.cambridgeshire.gov.uk/ltp and it is a Background Paper to this report. Key areas where there has been change to the provisional Plan are as follows;
- Strategy details have been modified in accordance with feedback as follows;
 - The strengthening of the sections covering national policy guidance and text on the analysis of options – particularly the link to Long Term Transport Strategy
 - The inclusion of a Strategic Environmental Assessment on the LTP
 - More detail on the Traffic Manager and the Transport Asset Management Plan, particularly on actions that will be taken

- More detail of revenue expenditure on transport infrastructure / services and on the performance management of budgets and targets
- More detail on cross-boundary working and joint working with the Highways Agency
- The LTP now includes the high level Long Term Transport Strategy (LTTS). See Section 3 below
- A modified programme as required by Government to match the provisional funding award

2.2 Table 1 below indicates the provisional figures for Cambridgeshire announced at the end of 2005.

Table 1: Government LTP funding (£000s)

		2006/07	2007/08	2008/09	2009/10	2010/11	Total
Integrated Transport	Block Allocation	7,372	6,848	6,843	6,820	6,777	34,660
	Reward Funding	1,290	-	-	-	-	1,290
	Total	8,662	6,848	6,843	6,820	6,777	35,950
Maintenance Block allocation		12,782	13,038	13,689	14,374	15,093	68,976

2.3 The Full LTP draft contains the proposed Capital programme for 2006/07 and the proposed overall programme for 2007/11. It should be noted however that the actual amount to be spent in future years may change depending on how schemes are taken forward. This will include the continuing performance of the LTP when judged on an annual basis by Government based on meeting targets and scheme delivery.

2.4 One major change to the 2006/07 programme is the proposed Major Safety scheme proposed for the A605/B6761 at Elton. While this scheme has been progressing for a number of years, following the last major accident, a safety camera and other minor works were introduced. The effect of these has been to significantly reduce the accident rate to such a level where there have been no recorded accidents over the last two year period.

2.5 In parallel with physical works introduced and proposed, the County Council have also been negotiating with the affected landowner in terms of implementing the major scheme. During the past year, these have reached a stage where it became evident that the land would have to be subject to a Compulsory Purchase Order (CPO). As part of that process, legal advice was taken which indicated that given the much reduced rate and severity of accidents at the junction, that the County Council would be unable to win a CPO Inquiry as a compelling need to acquire the land could not be made.

- 2.6 On this basis, the County Council is recommending that the Elton scheme is deferred whilst continuing to monitor site conditions with a view to identifying a scheme that may be required in future years. For information, the Major Scheme programme will be revised to bring forward a scheme on the A605/A141 junction between March and Guyhirn within Fenland District.
- 2.7 A copy of the District Council statement submitted with the Provisional LTP in July 2005 is attached at Annex A. This gives a broad outline of the works we have been engaged with on a local basis.

3. LONG-TERM TRANSPORT STRATEGY

- 3.1 Consultants have been working on the development of a Long Term Transport Strategy (LTTS) since summer 2005. Following stakeholder workshops and other consultation, the consultants have now completed the high level LTTS work for inclusion as an Annex to the LTP. Work on the detailed elements of the LTTS is ongoing and will be submitted to Cabinet later in the year once stakeholder consultations are completed.
- 3.2 The LTTS has adopted the same objectives as the LTP as follows;
- To create a transport system that is accessible to all;
 - To protect and enhance the built and natural environment
 - To develop integrated transport and promote public transport, walking, cycling and other sustainable forms of public transport;
 - To make travel safer;
 - To maintain and operate efficient transport networks; and
 - To provide a transport system that meets the needs of the economy

The LTTS therefore provides the framework against which the current and future LTP's will be required to deliver improvements to transport.

- 3.3 The LTTS has been developed to take full account of the various regional strategies – the Regional Economic Strategy and (draft) Regional Spatial Strategy (including the Regional Transport Strategy) – as well as the Cambridgeshire and Peterborough Structure Plan and other organisations including District Council's, other transport authorities and service providers.
- 3.4 The strategy covers the period 2006 to 2021 and has been developed to take account of the wide range of issues across the County with the greatest challenge to accommodate the continuing demand to travel. The strategy therefore looks to assess current travel patterns by different modes and to project forward to 2021 and also consider the implementation of various projects including the Guided Busway, Chesterton Interchange and A14 improvements.

- 3.5 A number of differing scenarios were designed to test the effects of improved walking and cycling, public transport, better roads and demand management respectively. In order to control the growth in travel by car and tackle congestion, pollution and safety problems, this work demonstrated that the application of demand management techniques, working in tandem with improved public transport and more attractive conditions for walking and cycling would be required.
- 3.6 The strategy has therefore been structured to take account of the differing transport needs and issues of the County and develops specific proposals for;
- Rural areas
 - Strategic corridors
 - Market towns and their hinterlands; and
 - Cambridge
- 3.7 The LTTS therefore continues the approach adopted to date of widening travel choice and managing demand and the elements of the strategy include;
- Smarter choices – encouraging people to consider means of travel other than the private car;
 - Better conditions for walking and cycling – promoting sustainable travel choices for shorter journeys, encouraging greater physical activity and ensuring that people are safe;
 - Better public transport – providing effective travel choices on inter-urban corridors and for longer trips in urban areas, reducing reliance on the car and better meeting accessibility needs;
 - Demand management – better managing travel by car through a range of techniques, including the introduction of road user charging in Cambridge, where drivers will be able to choose a range of alternative modes; and
 - Highway management – making the best use of the road network including ensuring that measures are in place to support public transport, walking and cycling, tackling specific road safety problems, management of freight and targeted ‘congestion-busting’ measures where there is no alternative
- 3.8 The LTTS will require a substantial investment programme necessitating strong partnership working between the County and District Councils, Government, Regional Bodies, Transport Operators and the Voluntary sector. It will be delivered through a number of means, such as future LTP’s, the Transport Innovation Fund and Development Planning Process for new growth areas.
- 3.9 In funding terms, substantial commitments are expected to include the LTP, Transport Innovation Fund, Growth Area funding with contributions from public and private sector partners and the development industry.

4.0 OTHER SCHEMES

- 4.1 In addition to the proposed programme, the County Council is also looking to deliver schemes through the Government's Growth Area Fund (GAF). GAF funding has already been confirmed for schemes in Cambridge at Addenbrookes Access Road, Riverside Bridge, access works at Cowley Road and the relocation of Cowley Road Park and Ride site. Additional funding has also been granted for the Northstowe area pedestrian and cycle network.
- 4.2 The Highways Agency continues to progress proposals for the A14 upgrade between Ellington and Fen Ditton. In tandem with this work a joint study is also being undertaken into the implications relating to the road network and A14 viaduct in Huntingdon. It is expected that a report will be available outlining the recommendations for the viaduct in March 2006. This will then allow the Highways Agency to move towards a Preferred Route Alignment.

5. OTHER ISSUES

- 5.1 An emerging issue arising from the full LTP is that there is currently no programmed commitment from the County Council to deliver the bus priority measures between Huntingdon and St. Ives in time for the opening of the Guided Bus scheme in 2009. It is evident that the position has changed since the submission of the Provisional LTP 2006-2011 in July 2005 where supporting text and statements gave a more specific commitment towards the delivery of this element.
- 5.2 Cabinet will be aware that this was a crucial element for the District Council in giving support to the Guided Bus project in that such support would only be given on the basis that the proposals will provide the greatest benefit to Huntingdonshire residents and businesses.
- 5.3 The County Council have been exploring different ways of funding this particular scheme, including a Major Scheme bid for a programme in excess of £5M in value. To date, these have been unsuccessful. While the current LTP programme indicates the delivery of the George Street / Walden Road /Bus Station contraflow bus lane within Huntingdon during 2006/07, there are no other elements committed in the 5-year programme.
- 5.4 On-going correspondence and discussions continue to take place between Executive Councillors and Senior Officers of both Councils with the aim of reaching agreement on a way forward. However, on the basis of the Planning Inspector's decision relating to the Guided Bus scheme and the stated importance of the on-street elements in contributing to the overall success of Guided Bus, there is very serious concern as to the future viability of the overall scheme, and

District Council support, without the projected delivery of these crucial elements between Huntingdon and St. Ives.

6. CONCLUSIONS

6.1 The District Council has always provided its full support to the LTP process and been a signed partner to previous LTP's and included a full District Statement therein. However the potential inability to deliver the bus priority measures either in tandem with the opening of the Guided Bus scheme or as part of the proposed 5-year integrated transport programme, renders it necessary to consider the options available to the District Council. These are as follows;

- i. To continue to support the LTP and provide signed agreement thereto and the inclusion of a District-based Statement, if required by the County Council, and to authorise the Director of Operational Services, after consultation with the Executive Councillor for Environment & Transport, to approve any minor amendments to the Full LTP and to approve the District Statement prior to the formal submission of the Full LTP to Government by 31st March 2006;
- ii. As (i) above but to also continue negotiations with the County Council over the next 12-months to secure the Huntingdon to St. Ives measures within the LTP programme;
- iii. To formally advise the County Council that this Council is currently unwilling to formally sign-up as a partner to the Full LTP on the grounds that the delivery of the Huntingdon to St. Ives measures are not included in the 5-year integrated transport programme; and
- iv. As (iii) above but to also advise Go-East of this Council's position relating to the 2006-11 Full LTP

6.2 It should be noted that options (iii) and (iv) would have an affect on the overall rating of the Full LTP 2006 – 11 when considered by Go-East following formal submission on 31st March 2006. It is also likely that additional impact would be felt on locally based transport initiatives and projects jointly delivered by the County and District Council.

6.3 Officer level discussions are still taking place regarding the programme for the Huntingdon to St. Ives bus priority works and the Executive Councillor for Environment & Transport will give a verbal update at the Cabinet meeting.

6.4 Any recommendation to approve the Full LTP will be required to be submitted to the first available meeting of Full Council for approval.

7. RECOMMENDATION

It is recommended that Cabinet consider the approach it wishes to take as outlined in 6.1 above

BACKGROUND INFORMATION

Cambridgeshire Provisional LTP 2006 -2011
Draft Full Cambridgeshire LTP 2006 – 11
Draft Cambridgeshire Long Term Transport Strategy
DfT Cambridgeshire Guided Busway Order and Deemed Planning Permission

Contact Officer: **Stuart Bell – Transportation Team Leader**

☎ 01480 388387
e.mail stuart.bell@huntsdc.gov.uk

HUNTINGDONSHIRE DISTRICT COUNCIL STATEMENT

Introduction

This is the third Cambridgeshire Local Transport Plan in which this Council has participated with both the County Council and the other local authorities of Cambridgeshire. During the 6 years of the first two plans, the Council has been an active partner in both the formulation of the Annual Progress Report to Government but also, importantly, in terms of the delivery of the policies and action plans on the ground across Huntingdonshire.

This work has specifically led to the development of this Council's Medium Term Plan in respect of transport related projects. As a result of the headline aims and objectives of the LTP, our Capital Programme, based on a rolling 5-year programme, has been specifically developed to maximise scheme delivery on the ground, working with a range of partners. Over the life of the LTP's, the Council remained on course and delivered in excess of £5M of transport related expenditure for the benefit of Huntingdonshire and as part of this new LTP, we will continue to deliver a similar programme in accordance with the aims and objectives of the plan.

Overview

Transport is a key driver of this Council and, in providing travel choice and in the consideration of issues around social exclusion, the environment and local economy, we continue to work with a range of partners to deliver our joint aims and objectives for the benefit of Huntingdonshire.

Huntingdonshire, by its location as part of the Cambridge Sub-Region, remains at the forefront of an area that is experiencing major growth in the local economy. While that brings significant opportunities and potential for growth, including better jobs, homes and transport infrastructure, these in themselves bring about the challenge for this to be achieved and delivered in a sustainable fashion.

We remain committed to working with our extensive range of partner organisations to deliver the local agenda and acknowledge with our work to date and in the future, that continued and greater involvement across the community will be increasingly vital to the success we enjoy locally.

As a result we welcome the emerging Long-Term Transport Strategy to cover the period to 2021 and the delivery of a new Cambridgeshire Local Transport Plan that;

- recognises the issues emerging from the revised draft Structure Plan placing a much greater emphasis on sustainability
- the continued approach by Government on the A14 issues arising out of the CHUMMS study and the current public consultation on the delivery of the scheme; and

- issues continuing to emerge from both Regional Planning Guidance (RPG 14) and the Regional Transport Strategy.

Key Issues

In terms of the work that we have undertaken to jointly deliver the LTP, reference should be made to our Huntingdonshire statement contained within previously submitted Annual Progress Reports.

However a number of major issues covering the period 2006-2011 are of direct relevance to our aim in delivering the LTP locally working in partnership and it is important to highlight these as follows;

Huntingdon to Cambridge Guided Bus

The District Council's originally approved Policy has been that:-

- the Council supports the principle of a guided bus system from Huntingdon to Cambridge provided that it will deliver the benefits claimed for it within the CHUMMS study, and that it can be delivered in an economic and cost effective manner.
- in order of descending cost heavy rail would be the most expensive option, light rail would be cheaper, but still significantly more expensive than guided bus.
- if a satisfactory case cannot be made for guided bus it follows, therefore, that neither the light or heavy rail option could be supported.

What is the District Council involvement?

- we commissioned our own consultants to provide an independent assessment of the proposal at an early stage. Based on the outcome of this study the District Council indicated its 'in principle' support for the proposal. This was conditional upon –
 - the economic case for the scheme prepared by the County Council being accepted by the Government; and
 - appropriate mitigation being provided to minimise any adverse environmental impacts.
- we continue to work with the County Council to ensure that their proposals will provide the greatest benefit to Huntingdonshire residents and businesses — for example, the provision of bus lanes and priority measures between Hinchingsbrooke Hospital and St. Ives including the link to Huntingdon Railway Station and both town centres, were added after support from the District Council, as well as the open nature of the system whereby multiple operators will be able to access the system subject to quality thresholds being met

- Our Cabinet continue to be briefed on the development of the scheme as the proposals are progressed

Local Development Framework

This is currently underway in Huntingdonshire and a central theme is to address the relationship between land-use and transport to improve access and modal choice for all. This is of particular importance as we develop the Cambridge Sub-Regional Infrastructure partnership. Annual reporting of progress on the LDF will continue to take place via our yearly statement through the Annual Progress Report.

Cambridge Sub-Regional Implementation Study

We continue to work closely with the County Council, Cambridgeshire Horizons and the other local authorities that are part of the Cambridge Sub-Region in developing the necessary infrastructure to cope with existing problems and to cater for the growth envisaged across the County. A number of sub-groups continue to examine future development needs based on forecast growth and development across the region. These focus on a range of issues including the identification of the required transport programme and the relationship between this work and the development strategy and the mechanisms required for simplifying and speeding up the implementation process.

Market Town Transport Strategies & Civic Trust Vision Projects

The District Council has given its full support to the aims and objectives of this work over the life of the existing LTP's and will continue to do so over the life of the new Plan. It has been a pro-active partner in the formulation of the strategies in St. Neots and Huntingdon & Godmanchester, including financial contributions to transport modelling work, and looks forward to taking the draft work for St. Ives to completion and the development of a similar strategy for the Ramsey area.

In terms of delivery of action plans that support the strategies, the Council has developed its Capital programme such that we contribute financially to those strategies currently approved and have provided a forward commitment to contribute to St. Ives and Ramsey as these come on line. Additionally the Council's Projects team have been engaged to undertake the design and contract work on a number of schemes emerging from both the St. Neots and Huntingdon & Godmanchester Action Plans and the Council will continue to provide that staffing commitment, subject to available resources, to all the strategies.

The Council also has on-going engagement with the Civic Trust to develop Vision projects for all the Huntingdonshire market towns. To date, the completed project for Huntingdon has now reached such a stage that it is now being re-visited and refreshed. To date, the work has been used in a number of key areas to inform the transport strategy and, in particular, the integration of land-use and transport issues.

A Vision for St. Ives was published in 2003 and for St. Neots in 2004 and these are being used to inform both revised and future transport strategies for the towns, particularly with regard to future development opportunities.

Within Ramsey, the Council and other partners have been developing a range of issues within the forum of the Ramsey Area Partnership. A number of these relate to transport and will be considered as part of any transport related strategy for the town in the future.

CHUMMS

The Council supports the principle of the Guided Bus scheme covered elsewhere in this statement and welcomes the continued Government support relating to the road-based outcomes of the scheme. This scheme remains crucial to Huntingdonshire as well as the wider region and the rest of the country given its strategic nature in national and European terms. We therefore keenly await details of this scheme to emerge following current public consultation on the delivery of the scheme, to which we will provide input in relation to balancing local need against the strategic nature of the route, leading to the completion of the scheme towards the end of the life of this Plan.

Other Key Strategies

Car Parking – During the first half of 2003, the Council appointed Consultants to undertake a review of our Car Parking strategy in order to provide further guidance following the last review in 1995. The primary reason for carrying out this work was to enable the Council to review its strategy to reflect national guidance issued by Government and in order to reflect local transport policies such as the LTP as well as the Council's current Medium Term Objectives.

The Council approved the strategy during 2004 and the first actions will be implemented during Summer 2005. We will continue to report emerging issues and actions within the yearly Annual Progress Report statement.

Taxi Study – As with Car Parking, the same Consultants were appointed to undertake a dual study into our Taxi strategy as well as a Hackney Carriage Demand study. Again the primary reasons for carrying out this work were for the Council to assess whether there are any areas of unmet demand relating to Hackney Carriage provision as well reviewing the strategy to reflect both

national and local policies such as the LTP and the Council's own Medium Term Objectives.

The approved Strategy contains a series of Short, Medium and Long-Term Actions to be considered by the Council in the future, subject to funding. We will continue to report the emerging issues and actions within the yearly Annual Progress Report statement.

Local Strategic Partnerships

Under the Local Government Act 2000 Local Authorities and partner agencies had a duty to establish Local Strategic Partnerships and draw up a Community Plan to improve the economic, environmental and social well being of the local area.

In Huntingdonshire, the Strategic Partnership was established and the Community Plan was published in 2004. Consultation with the public highlighted transport and access as a key concern. As a result, the Strategic Partnership established a sub- group to lead on this area and this is included within the adopted Plan.

The Transport and Access chapter was written with input from community groups and partner agencies and draws on the extensive public consultation. The 4 key objectives are:

- Comprehensive, affordable, safe public transport services
- Improved road safety
- Reduced congestion
- Improved access

The actions set out in the transport and access chapter are complementary to the LTP and give the added value of having a local Huntingdonshire perspective on this key public concern. A key area of work is for the group to lead on Accessibility Planning for Huntingdonshire and to inform the Framework Accessibility Strategy for Cambridgeshire by March 2006.

Improving Rural Access inc. Concessionary Fares

In accordance with the Council's Medium Term Objectives around reducing economic deprivation and supporting rural communities, the Council will shortly be considering the results of a study to review the options available to the Council for supporting the use of public transport, including taxis, to enable people who are disadvantaged by location etc. to gain access to employment, leisure and other essential services. The purpose of the study is to give the Council access to a properly researched series of options that will allow it to consider where it should provide additional support and to allow the development of a financial bid in its Medium Term Plan to fund such subsidies.

The work undertaken by Consultants has also looked at rural accessibility issues, the results of which will be used by the Local Strategic Partnership in developing the Accessibility Strategy.

Advance work relating to improving rural access and social inclusion has resulted in the Council providing resource input to community transport schemes across Huntingdonshire. We support four existing schemes in the form of staff resources, professional advice and financial support in both revenue and capital terms to ensure that the continued social need that they give is continued to be met. For the period through to 2009/10, our current commitment is in excess of £310K.

Conclusion

As this Statement demonstrates, Huntingdonshire remains committed to supporting the transport and access agenda across the District and is active in both the strategic policy arena that sets the future agenda as well as delivery of initiatives on the ground, particularly through financial contributions via our Medium Term Plan.

In addition to those Key Issues outlined above and as our yearly statements within the previous LTP Annual Progress Reports outline in greater detail, the Council continues to financially support the transport and access agenda locally in the sum of just under £7M for the period 2005/06 to 2009/10. We will continue to build on such commitment through the further development of our Medium Term Plan.