

AGENDA ITEM NO.

CABINET

10TH JULY 2003

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

1. INTRODUCTION

- 1.1 The Department of Transport, Local Government and the Regions (DTLR) require Cambridgeshire County Council to submit a joint Annual Progress Report (APR) by 31st July 2003 on the delivery of the Cambridgeshire Local Transport Plan (LTP). The APR informs the financial settlement, usually around December, provided to deliver the transport agenda for Cambridgeshire.
- 1.2 Officers of both the County and District Council's have been formulating the APR and a copy of the current draft is attached at Annex A.
- 1.3 This Authority, together with all the other principal local authorities within Cambridgeshire, 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.
- 1.4 This report invites Cabinet to comment on both the current APR draft and the Huntingdonshire statement.

2. BACKGROUND INFORMATION

- 2.1 As in previous year's, this APR sets out the work both across the County and in Huntingdonshire during the past financial year and outlines our current objectives and programme to be considered as part of this year's settlement.
- 2.2 Members will be aware that the LTP is currently being reviewed for the period 2004-2011. However, next year's APR will still be largely based on work taking place this year under the terms of the current LTP with funding based the new LTP coming into effect in subsequent years.
- 2.3 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 settlement of £15.487M, of which £8.05M was granted for Integrated Transport projects and £7.437M for Road and Bridge maintenance. The settlement also confirmed funding for the Fordham and Papworth by-passes plus a further £2M for traffic calming within villages alongside the A14 that were identified in the CHUMMS study.
- 2.4 This year's APR is being presented in a way that is much more user friendly with clear identification of performance against targets with good use of case studies to outline achievements over the past 12 months. Particular key issues are as follows;

- 8 out of 12 Headline Indicators are 'on-track' for delivery. 1 Indicator is 'not on-track'
- 2002/03 saw the lowest number ever of people killed or seriously injured on Cambridgeshire roads. There has also been a drop in slight injury cases
- Bus patronage has increased by over 5% countywide compared to 2001/02. This has met the Government target for the Indicator under this heading

2.5 Performance against the Indicators relating to road condition has also seen good progress indicating a general improvement in the condition of the network.

2.6 This APR also contains a supplementary bid for the second half of the traffic calming bid for villages alongside the A14 totalling £3M.

3. DISTRICT COUNCIL STATEMENT

3.1 The main areas that the Statement reports on this year are;

- to outline progress with jointly-funded LTP schemes developed with the County Council and other partners, particularly relating to schemes as part of the St. Neots Transport Strategy
- to acknowledge the development of the Huntingdon and Godmanchester Transport Strategy and, in particular, the integration of future transport and development related objectives
- to outline the emerging issues of the Car Parking and Taxi strategy reviews; and
- to outline the future direction that the District Council will take on transport related matters with respect to its Medium Term Plan

4. CONCLUSION

4.1 As for previous year's, a decision on the APR is expected during December 2003 to cover the financial year 2004/05

4.2 The views of Cabinet are requested on the current APR draft and the proposed Huntingdonshire statement to be included therein.

5. RECOMMENDATION(S)

5.1 **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 draft and the Huntingdonshire statement**

BACKGROUND INFORMATION

Cambridgeshire Local Transport Plan 2001-2006
 Draft Cambridgeshire Local Transport Plan 2004-2011
 CCC LTP and APR Cabinet report – 17th June 2003

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ANNEX A

ANNUAL PROGRESS REPORT 2002-2003

HUNTINGDONSHIRE DISTRICT COUNCIL STATEMENT

Introduction

This is our fourth statement provided as a partner to the LTP and once again we are able to report good progress with both strategy and delivery work over the past 12 months.

Transport and access continues to remain a key priority for this Council and in the wider context of this Council's key aims and objectives, reference should be made to our statement contained in the new LTP covering the period 2004-2011.

As usual we wish to demonstrate what we are doing and what we have achieved over the past 12 months. A number of issues continue to be of key importance for the Council including the emerging Cambridge to Huntingdon Rapid Transit scheme (CHRT) as well as continuing good progress with Market Town strategies and Community Transport schemes.

Annual Progress Report

We continue to endorse the aims and objectives of the APR and welcome the format in which the report is being presented this year. This provides a good overview of what is being done locally outlining clear and concise progress relating to Government Targets and good use of Case Studies to outline successfully delivered schemes. We support the production of the new LTP as outlined in the APR and detailed in our supporting statement.

We raised concerns last year relating to the provision of accessible transport that provides services between rural areas and market towns as well as the need to develop 'core' bus routes and a network of quality routes across Huntingdonshire. Much has taken place over the past 12 months relating to the expansion of community transport schemes within the District, covered elsewhere in this statement, and we welcome the key elements of the new LTP relating to the provision of high quality services on main corridors with feeder services linking to those corridors. The challenge now is to ensure delivery of these key elements of work.

One area of work on which we wish to see progress is on certain key elements of the Cambridgeshire Bus Information strategy. While the strategy itself is wide ranging, the Council welcomes the Stage 1 element that will deliver improved information on the ground within 24 months of the adoption of the strategy. This is particularly pertinent to many of our rural areas where there are currently no bus stops or timetable or travel information provided on the ground. The Council will press for progress on this important area of work, which is vital to promoting public transport for many of our communities.

Cambridge to Huntingdon Rapid Transit (CHRT)

Our Policy on this key area of work is contained in our new LTP statement. However it is important to reinforce our commitment to the principle of this scheme here to ensure that it delivers the benefits claimed for the people of Huntingdonshire.

We are working closely with the County Council and are represented at all levels in terms of the scheme details currently being developed that will lead to the submission of a Transport & Works Act application around November 2003.

Market Town Transport strategies

These remain a key area of where we can demonstrate highly successful delivery of schemes on the ground and reference to the main APR document outlines the details of specific schemes. We continue to provide staff resources through the Council's Project team to undertake design, contract and supervision work on a number of these schemes which this year included the Eaton Socon cycleway as detailed in Case Study in the APR and the programme of bus stop flag and timetable replacement across St. Neots.

Our Capital programme continues to provide partnership funding for this work and for 2002/03 has contributed £70K across St. Neots. The final Section of this Statement outlines future financial commitments for the other market towns as part of our capital programme.

Cycling and Walking

The past year has continued to see excellent progress with our agreed programme through the market town transport strategies as well as the completion of the route between Huntingdon and Brampton, this latter scheme at a cost of £100k from our Capital programme. Work on improvements to the town bridge in St. Neots, as reported last year, have been delayed to this year pending the completion of other schemes across the town.

Huntingdon has seen the successful delivery of a joint Safe, Secure Cycle Rack scheme in partnership with Huntingdon Town Council and a successful bid to the DTLR Cycling Projects Fund. Racks have been provided at six new key locations across the town centre providing a total of 72 additional spaces for bikes. Cost breakdown is as follows;

- Huntingdonshire District Council – £21K
- Huntingdon Town Council – £2.5K
- DTLR Cycling Project Fund - £17k

Schemes are due to be developed for Ramsey during 2003/04 and will be reported next year.

Community Transport

Building on the detail contained in last year's Statement, we can again report our continuing support, both financial and in staff resources, for schemes on the Peterborough/Sawtry/Huntingdon corridor operated by Peterborough Dial-a-Ride and the on-going development of dial-a-ride schemes across 28 parishes in West Huntingdonshire with Thrapston Area Community Transport (TACT). This latter scheme included the launch of a twice-weekly service centred on providing access to the Doctor's surgery at Kimbolton as well as access to the village centre and onward trips to the nearest market town at St. Neots.

A particular success story this year has been the launch of Ouse Valley Community Transport scheme as outlined in Case Study ? of the APR. This is

proving to be of major significance to the area served by the scheme and is leading to a real step-change in the provision of improved access across the community.

The Council's Team Leader for Transportation currently chairs the Steering Group that oversees this project on behalf of all the partners and as well as this commitment, the Council will continue to provide financial support through our Capital programme.

The total financial support for both Rural and Community Transport schemes given by the Council over the past year, excluding staff resources, totals £37K

Public Transport

While supporting much of the work that the County Council are currently undertaking across Huntingdonshire, including the development of the key corridor between St. Neots/Cambourne/Cambridge, we have supported this work with the implementation of a new advertising bus shelter contract. 35 new shelters have now been erected across Huntingdonshire to support the public transport network in Brampton, Huntingdon, Godmanchester, Yaxley, St. Ives, St. Neots, Sawtry and Ramsey Forty Foot. All include lighting, seating and integral transport/timetable information panels and allow real time information systems to be added at a later date.

We also have a further 10 shelters to be erected as part of this contract over the next two years as well as delivering additional shelters as part of our Capital programme over the next four years. Details will follow in future APR statements.

Parking Strategy

Our Statement within the new LTP outlines the work we have been undertaking through appointed Consultants who have reviewed our Parking Strategy. While details are currently being reported to Members, key issues that are likely to emerge will be around;

- Managing our car parking stock in relation to future supply and demand and balancing this against the aims and objectives of the LTP and Market Town strategies
- On-street parking issues
- Car park charging structure and issues relating to short and long-stay provision, particularly within the market towns
- Residents parking
- Rural areas
- Decriminalisation; and
- Local Plan parking standards reflecting new Government guidance issued through PPG 13

Taxi Strategy

As with our Parking strategy, Consultants have also been undertaking a review of our Taxi strategy. Again, details are being reported to Members but key issues are likely to emerge around a range of short, medium and long-term actions including;

- **Short-Term (immediately)** – additional Hackney Carriage vehicles following Demand Study, wheelchair accessible vehicles, new taxi rank provision in St. Ives and Huntingdon and fare level review
- **Medium-Term (2003-2005)** – linking to Actions in rural West Hunts initiatives and District Council Rural Subsidy Study, taxi shelter provision at ranks as part of bus shelter Capital programme, Specialist driver training, further Hackney Carriage demand study in 2005, development of a shared usage scheme, improved publicity and signage, shared use of bus lanes and implementation of good practice in taxi/bus/rail interchange design as part of emerging market town transport strategies
- **Long-Term (beyond 2005)** – further taxi/bus/rail interchange issues and implementation prior to completion of CHRT

Concessionary Fares – Improving Rural Access - Subsidy Study

As outlined in our LTP Statement, this work is currently on-going and the results of this work will be reported in greater detail in next year's Statement

Safer Routes to School

Commencing this year is the Council's financial commitment of £50K per annum to maximise the benefit of SRTS across Huntingdonshire. Full details of the work we undertake in partnership with the County Council will appear in next year's statement.

Environmental Improvement schemes

St. Ives Phase 1 completed during the second half of 2002 including the provision of rising bollard technology to reintroduce public transport through the town centre. It is currently planned to tie the introduction of services to Phase 2 of the scheme, which will commence design works during 2003/04. Huntingdon Town Centre Phase 2 design works also commence during 2003/04.

Other Issues

The Council continues to support a range of other initiatives and schemes including Speed Management (£20K Capital contribution to CCC), transport feasibility studies including £30K contribution to CCC Huntingdon PARAMICS study as part of Huntingdon & Godmanchester Transport Strategy, on-going bus station maintenance, Small Scale Environmental Improvements and Area Joint Committee Small Scale schemes.

Future Capital Programme profile through the Medium Term Plan

A crucial element of the success of the Council in being able to support the aims and objectives of the LTP is to forward plan our spending commitments and bid for appropriate funding in yearly spending reviews. The following table outlines the current profile through our Medium Term Plan to 2007. Details of these elements of work will be reported in future APR Statements as schemes emerge in their respective financial year's.

SCHEME	2004/05 £000	2005/06 £000	2006/07 £000	2007/08 £000
Cambridge Road Car Park, St.			75	

Neots				
Community Transport	10	10	10	10
Improving Rural Access	20	20	20	20
New Pedestrian/Cyclist bridge – St. Neots	250	250		
Safer Routes to School	50	50	50	50
St. Neots Transport strategy	70			
Huntingdon & Godmanchester Transport strategy	70	70	70	
St. Ives Transport strategy	70	70	70	
Ramsey Transport strategy	40	40	40	
St. Neots Environmental Improvements				50
Environmental Improvements – Village residential areas				50
Accessibility Improvements	30	30	30	50
Local Transport Plan – eligible schemes	85	85	100	100
Safe Cycle Routes	105	105	105	110
Safe Cycle Racks	15	15	15	
AJC Small Scale schemes	40	40	40	50
Small Scale Environmental schemes	80	80	80	80
Additional Bus Shelters	33	33	33	
Speed Management in Hunts	20			
Environmental Improvement Ph.2 – Huntingdon Town Centre	140	820		
Environmental Improvement – Ph.2 – Ramsey Great Whyte	20	150		
Environmental Improvement – Ramsey Little Whyte	20	100		
Environmental Improvement – Ph.2 – St. Ives Town Centre	140	760	380	
YEARLY TOTALS	1,308	2,728	1,118	570

Conclusion

The Council continues to demonstrate its commitment to the aims and objectives of the LTP by the work we are undertaking as outlined in this Statement and in the financial profile to the year 2007/08. We will continue to work with our partners to ensure that we achieve the maximum benefit for the people of Huntingdonshire in terms of transport and access and we will continue to expand our financial commitment to the year 2008/09 during this Summer.