

## Foreword

Cambridgeshire's first Local Transport Plan set out the challenges facing the county's transport infrastructure in the period to 2006. The county is in a continuing period of economic growth that has seen it consolidate and build upon its position as a leader in high tech industries of international importance. Our planning and transport policies and delivery pay a vital role in maintaining and building upon this success. This Delivery Report details the steps we have taken in the period of the first Local Transport Plan 2001-2006 to ensure that that this success can continue in an integrated and sustainable manner.

Partnership working has formed the basis of much of what we have achieved. Our partners within local and central Government, transport operators, the emergency services, businesses, the health service and other stakeholders have all contributed to the successes we have achieved, and have helped in taking ownership of the problems and challenges we face. The successes we have had in road safety, public transport, road and bridge maintenance, school and business travel and in simply keeping people moving are the result of this commitment of the County Council and its partners.

The first Local Transport Plan has formed the springboard for our development of a Longer Term Transport Strategy for Cambridgeshire, which builds upon the lessons learned in the plan period and seeks to take a much longer term view of the needs of the Growth Agenda, joining up land use and transport planning in Cambridgeshire.

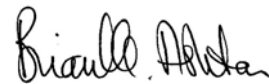
While this is the final progress report of the first Cambridgeshire Local Transport Plan, it sets out how the plan and the evolution of policy that has occurred in the plan period has left us well equipped to deal with, and looking forward to the future challenges we face.



**Cllr John Reynolds**  
*Lead Member for Environment and  
Community Services  
Cambridgeshire County Council*



**Cllr Sian Reid**  
*Executive Councillor for Planning and  
Transport  
Cambridge City Council*




**Cllr Brian Ashton**  
*Chairman of Environment & Transport  
Committee  
East Cambridgeshire District Council*



**Cllr Geoffrey Harper**  
*Leader and Portfolio holder for Strategic  
Planning  
Fenland District Council*



**Cllr Nick Guyatt**  
*Executive Councillor for Environment &  
Transport  
Huntingdonshire District Council*



**Cllr Daphne Spink**  
*Portfolio holder for Planning and  
Economic Development  
South Cambridgeshire District Council*

# Glossary of terms

This Delivery Report details the delivery of transport schemes and initiatives in Cambridgeshire between 2001 and 2006. While intended for a wide audience, it is written mindful of the requirements of Government guidance.

The following glossary of terms may therefore prove useful for the casual reader, as may the web addresses here and inside the back cover that provide links to sites that provide additional information and context to the material contained in this report.

<b>APR</b>	Annual Progress Report. Documents in which we have reported progress to Government and the public at large in the first Local Transport Plan period. See <a href="http://www.cambridgeshire.gov.uk/ltp">www.cambridgeshire.gov.uk/ltp</a>
<b>AQMA</b>	Air Quality Management Area. Areas where objectives for local air quality have not been met and further interventions are required of the local authorities to deliver improvements.
<b>Area Transport Plans</b>	Area Transport Plans provide a systematic method to calculate and secure developer contributions through S106 agreements to enhance the LTP programme.
<b>Cambridge Sub-Region</b>	The southern part of Cambridgeshire; including the market towns of St. Neots, Huntingdon, St. Ives, Chatteris and the City of Ely, and also Newmarket and Haverhill in Suffolk, Saffron Walden in Essex and Royston in Hertfordshire.
<b>Development Plan</b>	The hierarchy of plans that provide the framework for development and growth.
Cambridgeshire and Peterborough Structure Plan 2003	County Council / Peterborough City Council document that sets out the principles that will guide development in the period to 2016. Developed in parallel with the LTP 2004-2011, the Structure Plan is being superseded by the East of England Plan.
Local Plan / Local Development Framework (LDF)	Planning documents produced at the district level that set out in detail the locational policies that dictate development patterns.
East of England Plan	Regional planning document that will replace Structure Plans across the eastern region.
<b>CHUMMS / CGB</b>	The Cambridge to Huntingdon Multi-Modal Study and the Cambridgeshire Guided Busway. The main recommendations of the CHUMMS study were the upgrading of the A14 between Cambridge and Huntingdon and provision of CGB. CGB is our major scheme to provide a Guided Bus route between Cambridge and Huntingdon, as recommended by CHUMMS.
<b>DfT</b>	Department for Transport.
<b>GO-East</b>	Government Office for the East of England.
<b>Long Term Transport Strategy (LTTS)</b>	The LTTS is the overarching transport strategy for Cambridgeshire. It sets out our objectives for transport up to 2021, taking account of the Structure Plan, the draft Regional Spatial Strategy and the Shared Priorities for Transport, and our LTP strategy detailed in Part 2 of this document.
<b>LTP / Local Transport Plan</b>	Local Transport Plan, in which the County Council sets out its programme of transport works. See <a href="http://www.cambridgeshire.gov.uk/ltp">www.cambridgeshire.gov.uk/ltp</a>
LTP1	The Cambridgeshire Local Transport Plan 2001-2006
Interim LTP	LTP produced in parallel with the Cambridgeshire and Peterborough Structure Plan 2003
LTP2	The Cambridgeshire Local Transport Plan 2006-2011
Plan period	As referred to in this document, the period 2001-2006
<b>Major schemes</b>	Schemes of greater value than £5 million for which funding is sought through the LTP process.
<b>Modal share</b>	The absolute 'share' expressed as a percentage or proportion of all persons / trips using each mode of transport (e.g. car driver, car passenger, public transport, cycling, walking).
<b>PSA</b>	Public Service Agreement. An agreement between the County Council and Government setting stretching targets beyond normal LTP relating to service provision in various areas. The Government also has national PSA targets.
<b>Section 106 / S106</b>	Section 106 of the Planning Act 2000, by which development contributions towards off site infrastructure are agreed.
<b>Shared Priorities for Transport</b>	The Government and the Local Government Association agreed in July 2002 a set of seven shared priorities for Local Government. These priorities are a focus for the efforts of Government and councils for improving public services. The shared priorities for transport are tackling congestion, delivering accessibility, better air quality and safer roads.

# Executive Summary

The five-year span of the first Local Transport Plan period has seen considerable growth in the economy and population of Cambridgeshire. With this growth set to continue, the county is seeing large-scale development in the Cambridge sub-region, focused on Cambridge, the market towns, and in new settlements such as Northstowe and Cambourne. Although these developments place ever more pressure on the transport network, we have succeeded in accommodating this increased demand, mitigating effects on quality of life. The implementation of the policies and programmes contained in our first LTP and the interim LTP 2004-2011 have helped to achieve this.

This Delivery Report summarises the policies we have enacted and the works we have carried out in order to achieve our aims and objectives over the last five years. Our aims at the beginning of the LTP period were:

- to make travel safer;
- to develop integrated and sustainable transport;
- to manage and operate effective transport networks.

These were supplemented in 2003 by the additional aims:

- to create a transport system that is accessible to all;
- to provide a transport system that meets the needs of the economy;
- to protect and enhance the built and natural environment.



*Cycle parking at Cambridge station*

## Key Achievements

The Local Transport Plan 2001-2006 gave us a new focus for planning and delivering the infrastructure and services needed to address the problems and meet the challenges. Furthermore, the evolution of the plan led to, in 2003, the publication of our interim Local Transport Plan 2004–2011, which was developed in concert with the Cambridgeshire and Peterborough Structure Plan 2003, and specifically dealt with the growth issues which had emerged by this time. This led to the development of the locational policies that have since been incorporated in the East of England Plan.

Over the plan period more than £146 million capital funding has been invested in local transport. This includes all of the Government's transport capital funding allocation, supplemented with other capital funding to enhance our integrated transport and maintenance programmes. This capital programme was supported by our revenue funded transport programme (over £76 million in the plan period), which implemented additional schemes and provided services that complemented the capital programme.

Our key achievements in the period of the first Local Transport Plan include:

- a 23% reduction in the number of road accident deaths and serious injuries from 597 per annum in the period 1994-1998, to 461 in 2005;
- we are on track to meet all of our 2010 targets for reducing road accident casualties;
- we have maintained stability in the number of motor vehicles entering and leaving Cambridge, despite a substantial overall growth in trips into the city. Traffic in the centre of Cambridge has been reduced, and the environment for users of the city centre improved;
- a 20.8% increase in bus patronage countywide, and a 45% increase in Cambridge;
- growth in bus patronage on Cambridge Park & Ride services of 71% since 2001;
- only 4% of the principal road network is in need of repair – a significant improvement from a predicted worsening trend to 20% by 2005 based on funding patterns prior to the first LTP;
- marked improvements in the condition of the non-principal and unclassified road networks;
- footway condition has improved markedly, and we are exceeding our targets to upgrade pedestrian crossing facilities to meet the requirements of the Disability Discrimination Act;
- delivery of the Fordham bypass and planning and now delivery of the Papworth Everard bypass;
- achievement of funding for the Cambridgeshire Guided Busway;

As a result of the above, we have achieved or are on track to achieve 87.5% of Government core transport targets for the first LTP, and 82% of our local targets.

## Delivery

The Government set delivery benchmarks at the beginning of the plan period, against which progress would be measured. In achieving these benchmarks we are able to demonstrate the effectiveness of our Local Transport Plan and transport programme in achieving our own and national objectives.

## Public transport

We have succeeded in achieving modal shift towards public transport. Before 2001 Cambridgeshire residents used buses less than residents of most other comparable authorities. However, through working in partnership with our bus operators, we have since seen large increases in bus patronage across the county, and we were able to achieve the Government's 10 year plan target for a 12% increase in bus patronage by 2010 seven years early, and in the plan period saw increases of 20.8% countywide.

This has been particularly noticeable in Cambridge city, where a 45% increase has been a major contributory factor in traffic levels remaining stable despite increases in housing and other forms of development such as the expansion of the hi-tech / biochemical and retail sectors.

## Road safety

Through implementing our planned programmes of safety and traffic calming schemes, complemented by measures such as young driver training, speed awareness schemes, community safety partnerships and PARSINCAP, we have reduced road deaths and serious injuries by 23%. In 2005, the number of people killed or seriously injured on Cambridgeshire's roads was at an all time low, and the underlying trend is downward. We have also achieved a sustained reduction in the number of children killed and seriously injured on the roads each year.

These successes have been achieved by strong partnership working in many areas, including engineering measures, enforcement and education.

## Road and bridge maintenance

The condition of the road network has also improved considerably over the plan period, especially on the principal roads with only around 4% now requiring work, well below the Government benchmark. Footpath condition has also improved to the point that only 10% are in need of maintenance, compared to the Government benchmark of 25%. The non-principal and unclassified road networks have also seen a huge improvement in standards. This progress is due to sustained investment by the county council, including significant funds from our own resources over and above those allocated by Government.

This improvement in standards has taken place against a background of increased traffic flows on major routes (especially by heavy commercial traffic) and the damage caused by the hot summer of 2003. Our success in this area has been founded on our improved asset management, as was recognised by the audit commission in their Best Value review of our Highways service, which was rated as providing a good service with excellent prospects for improvement.

## Sustainability

One of the important focuses of our programme has been the sustainability of transport, and in achieving modal shift towards public transport, walking and cycling, we have been able to achieve significant environmental benefits in many areas. Programmes such as the Cambridge Access Strategy and Market Town Transport Strategies have improved the environment for residents and users, and reduced exposure to transport pollutants. We have had a strong focus on accessibility issues, and have worked in partnership with the Countryside Agency and others to deliver community transport schemes that now cover the entire county. Similarly, we have worked in partnership with the freight industry to manage the impact of freight traffic in Cambridgeshire.

## School travel

Our strong focus on school travel has contributed to increases in cycle trips and public transport patronage countywide, and to very significant rises in the use of cycling and walking on routes to school. This is in large part due to the implementation of School Travel Plans and the Safer Routes to School initiative, another area where strong partnership working has enabled us to achieve far more than we would have been able to alone.

## Conclusion

The last five years have seen increased investment by Cambridgeshire County Council in transport. We have consistently spent more than our allocated funding from Government, reflecting our commitment to ensuring that the transport network is able to cater for the demands of current Cambridgeshire residents, the economy and the Growth Agenda in a sustainable manner. We have seen a good return on this investment, as is reflected in our progress in meeting national and local transport targets.

The progress we have made in the plan period, and the continuing development and evolution of our transport planning into our second Local Transport Plan 2006-2011 and Long Term Transport Strategy puts us in an excellent position to continue to meet the demands we face. With the continued support of key partners including Government, we will further improve the safety, sustainability, integration and efficiency of our transport network in the face of rising demand for travel due to growth.