

### **3 Working with other Local Authorities**

# 3a District Statements

## Cambridge City Council statement

The City Council is pleased to support Cambridgeshire County Council in producing the new Local Transport Plan, covering the period 2006-2011. We appreciate that the scope of the new LTP is constrained by the level of government funding available, and it therefore cannot fully address the transport infrastructure backlog and the substantial levels of growth planned for the Cambridge-sub region. Additional transport schemes will be necessary, which will require substantial funding from other sources.

### CO<sub>2</sub> Emissions

We see reductions in CO<sub>2</sub> emissions from all sources as one of our overriding aims. We are thus concerned that these emissions are predicted to increase over the LTP period, contrary to local and national government objectives and targets.

We wish Cambridge to play its full part in reducing CO<sub>2</sub> emissions, by minimising the need to travel, by minimising the need to use private cars and by maximising the use of less polluting or shared cars and the use of public transport, cycling and walking.

Cambridge City Council's land use policies reflect this aspiration. We have planned our urban extensions in a manner that will enable the delivery of a progressive transport strategy. The housing and offices in Cambridge's new urban extensions will be located within walking distance of bus stops and on cycle friendly routes. Combined with demand management measures, the net effect should be a reduction in CO<sub>2</sub> emissions from transport in the Cambridge area.

We feel strongly that the key criterion for appraising any proposal for the LTP programme should be its effect upon CO<sub>2</sub> emissions and we call for the CO<sub>2</sub> impact of transport initiatives to be formally measured at the planning and decision making stage.

### Long Term Transport Strategy

We strongly support the inclusion of a Long Term Transport Strategy (LTTTS) in the Local Transport Plan. This allows transport to be planned over a longer timescale than the five-year LTP, to match our land use planning horizon, which extends to 2021. We support the general direction of the "High Level" LTTTS included in the LTP and will continue to work in partnership to develop and implement the full strategy.

We note that a key objective of the LTTTS is the reduction of emissions and urge the County to reflect this objective in its LTP as well as to set itself a specific emissions target.

We particularly support the LTTTS emphasis on public transport, walking and cycling, plus demand management as the strategy direction for the Cambridge area. As part of this, we also support the County Council study of demand management and hope that this will lead to a successful bid for Transport Infrastructure Fund support for implementing fiscal demand management in Cambridge.

### Public Transport

We support the proposals within the LTP for public transport improvements within and into Cambridge, including:

- 15 minute frequency bus services for key corridors into Cambridge, supported by bus priority measures where necessary
- Formal and informal Quality Partnerships with bus operators
- Real Time Information systems to improve bus reliability and passenger convenience
- Smartcards and off-bus ticketing to improve boarding efficiency
- Improvements to bus shelters and bus laybys, including provision of cycle parking
- The new rail station at Chesterton, which should help to reduce car traffic from the north of Cambridge to the existing rail station

We particularly welcome the suggestion of a Bus Punctuality Improvement Partnership to address the causes of delays, and hope that the County will pursue this in order to resolve some of the ongoing difficulties experienced by bus users in Cambridge. Ongoing surveys will be important to formally identify those routes worst affected by delays and poor timekeeping. We are concerned about the levels of traffic congestion and delays to buses on Newmarket Road, especially in the light of the planned development on the edge of the city north of Newmarket Road.

### Walking and Cycling

We welcome the commitment to improving provision in Cambridge through:

- Further provision of cycle parking
- Improved walking and cycle network, including better lighting
- More signal controlled crossings
- A cycle route on the line of the old railway as part of the Guided Bus proposals

However, we are disappointed that cycle use in Cambridge is predicted to remain stable rather than increase, due to the already high levels of cycling in the city. We would urge the County Council to give higher priority to providing substantially improved segregated cycle routes, especially on routes to local schools. We call for a higher proportion of spending to be on cycle routes.

## Roads and Demand Management

We welcome in principle measures that aim to improve access to the city centre by non car modes, such as the Core Traffic Scheme, and commend the County's achievements in this respect. However, many parts of the Cambridge road network remain highly congested and hostile to public transport. We strongly encourage the County Council to explore options for fiscal demand management as part of a package of future measures to facilitate better public transport and to improve air quality.

## Monitoring and Measurement

We strongly support improved monitoring as part of the process of measuring the success of the LTP in meeting its present targets as well as emission reduction targets. We would like to see both more extensive and more continuous monitoring so that there is a strong evidence base for future decision making. We feel that it is essential that there is strong baseline data against which the effects of transport schemes or new development can be judged. We also wish to see ongoing monitoring of the effects of schemes or development so that we can check that predicted benefits have been achieved and are not being eroded over time. This is important for assessing the cumulative effects of successive developments, particularly in terms of air quality and CO<sub>2</sub> emissions.

## Other sources of funding

The existing Corridor Area Transport Plans have provided a useful approach to securing developer contributions, which complement LTP funding. However, due to the scale of urban expansion over the next decade, a new contributions strategy is being developed through Cambridgeshire Horizons. It is anticipated that this will assist in securing the substantial amounts of money needed for transport investment and expenditure.

## City Council Contribution

The City Council directly contributes to transport improvements in the city, going beyond its statutory duties. Schemes and initiatives either commencing or continuing into the new LTP period include:

- Opening up one-way streets to two-way cycling
- Improvements for cyclists on Madingley Road
- Subsidy for evening bus services and the Citi 1 Nightbus
- Revenue support for the Cambridge Dial-a-Ride service
- Improvements to bus shelters in the City
- Ensuring transport is fully considered in area briefs for new developments

Helping to secure increased developer contributions for transport infrastructure

## East Cambridgeshire District Council Statement

The first Cambridgeshire Local Transport Plan covered the period 2001 to 2006. By 2003 it had become apparent that much had changed in Cambridgeshire and it was felt appropriate to submit a revised Local Transport Plan (LTP) covering the period 2004–2011. Government guidance regarding the content of subsequent LTPs has changed and East Cambridgeshire District Council supports the need for this new version of LTP for the period 2006–2011.

Cambridgeshire and especially the District of East Cambridgeshire offers a particularly attractive style and quality of life leading to an increase in population unmatched elsewhere. From 1991 to 2001 recently adjusted figures show that the District population grew from 61,200 to almost 71,000 an increase of 16%. Population increase at this level brings with it a number of challenges especially in relation to environmental and transport issues which are addressed by this new Cambridgeshire Local Transport Plan. By 2011, at the end of this LTP period, the District population has been estimated at 78,500, an increase of 28% over 1991 levels.

East Cambridgeshire District Council has identified three corporate objectives all of which fit well into the Local Transport Plan process. The corporate objectives are to;

- Manage growth in a sustainable way
- Deliver quality services to protect and enhance quality of life
- Work in partnership with other organisations

The District Council is pleased to be working in partnership with Cambridgeshire County Council and the four other City and District Councils on the production of this new Local Transport Plan for Cambridgeshire.

The Cambridgeshire and Peterborough Structure Plan commits to the provision of around 7000 new households in the District of East Cambridgeshire by 2016. Looking further ahead, the East of England Plan – draft revision to the Regional Spatial Strategy (RSS) proposes 8600 new homes in East Cambridgeshire by the year 2021. This brings the estimated population of the District to 82,800, an unprecedented 35% increase over 1991 levels. Significant expansion in housing provision has already been achieved and is continuing within the District. Therefore the inclusion of a Long Term Transport Strategy for Cambridgeshire within LTP, covering the period until 2021 is to be applauded.

A survey of new households in the Ely area undertaken during 2002 reveals that of the economically active new residents, 70% are travelling to work outside the District, with 41% working in Cambridge City or South Cambridgeshire. This large daily commuting flow will inevitably focus on the A10 corridor, which is already operating well above capacity at peak times. The District Council jointly with the County Council has undertaken a study which investigated current travel patterns and likely future trends on the A10 corridor between Ely and Cambridge. East Cambridgeshire is keen to work with the County Council to secure highway improvements and to upgrade public transport provision, both bus and rail, on this major commuting route.

The rail service between Ely and Cambridge can offer commuters fast and frequent journey times and especially at peak times offers an alternative to the congested A10. However the station car park at Ely is operating over capacity and is often full before 07:30 forcing many commuters to park on street or in nearby car parks. The District Council will support and encourage the rail industry in expanding the car park and improving access for pedestrians and cyclists. Better interchange and a network of bus services offering high quality and frequent feeder services to the rail network would also encourage commuting by train and relieve pressure on the A10. The proposed new station and interchange at Chesterton north of Cambridge is welcomed by the District Council. However, it is important to recognise that there must be the facility for it to be served by trains from the Ely direction to maximise its effectiveness.

Villages in the northern part of East Cambridgeshire look to Ely for provision of services such as shopping, health and leisure. However villages in the south of the district see Newmarket in Suffolk as their service centre and it is important that the new LTP continues to recognise this out of county focus for many East Cambridgeshire residents. Further, the District of East Cambridgeshire includes a number of rural areas where there are little or no services available locally. Many villages have no Post Office, shop or health facilities. Improving access to services for our rural residents is a high priority. The District Council is therefore pleased to see the prominence given to the Accessibility Strategy in the new LTP and anticipates working jointly with the County Council in order to address issues of transport deprivation especially in deeply rural areas.

Community based transport has an important role to play in addressing these issues and East Cambridgeshire has recently achieved district wide community transport availability. Dial A Ride is one of the key tools to address rural transport problems providing as it does demand responsive journeys where there is no case for supporting more conventional bus services. It is, therefore, unfortunate that the issue of revenue funding of these schemes has not been addressed through the LTP process and that currently it appears no robust, long term, funding streams have been identified.

The District Council has been encouraged by the increasing level of settlement awarded over recent years to Cambridgeshire as a result of LTP Annual Progress Report (APR) submission. In this rapidly growing area it is vital that government provide funding at an appropriate level to support and accommodate the future increases in population proposed by the Structure Plan.

The long awaited bypass for the village of Fordham on A142, funded through the LTP process, is now almost complete. It will provide a significant reduction in vehicle numbers especially HGVs, reduce pollution and make the area safer by removing through traffic.

Congestion in the area of Ely Station and the adjacent level crossing caused by high vehicles unable to use the under bridge is an ever increasing cause for concern. At certain times the area can be subjected to extreme congestion and pollution caused by HGVs queuing on both Stuntney Causeway and Angel Drove (A142). This can impact on traffic flow in the southern part of Ely and with increasing numbers of train movements causing lengthy barrier downtime the problem is likely to become worse. The District Council was extremely disappointed to learn that the bid for major scheme funding to provide a Southern Link Road for Ely avoiding the congested area around the station was refused by government in December 2004. The offer of further discussion on the option of a HGV stacking system is welcome and the District Council await with interest the outcome of more detailed analysis of this proposal. However the stacking system should only be considered as an interim measure and although lower in cost a more robust long-term solution to relieving traffic congestion in this area must be found.

Park and Ride has proved very successful in Cambridge. In previous appraisals of Park and Ride, for Ely alone however, it had not been considered sustainable. As previously noted, since the production of LTP 2004–11 the District Council in partnership with the County Council has undertaken a study to consider the Ely to Cambridge A10 Corridor and the effect of continuing high levels of residential development and rising levels of out commuting from East Cambridgeshire. This study concluded that there was no business case for bus-based Park & Ride between Ely and Cambridge. However it did promote a site closer to Cambridge in order to intercept drivers earlier in their journey than is currently the case. Further, the study supported the concept of an edge of Ely Park & Ride site in connection with the proposed District Council office relocation. This concept will be taken forward to public consultation along with other proposals to better manage the car parking stock in Ely. Local stakeholders will consider a package of measures including the introduction of charges and improvements to transport provision in the Ely area. Such a scheme would have a number of major advantages;

- provide additional, long term, parking capacity for the centre of Ely where spaces are already under severe pressure
- provide additional parking for Ely Station where lack of capacity is currently suppressing demand for rail travel
- provide additional short term spaces in the centre of Ely which is key to the continuing viability and vitality of businesses
- provide new local bus services establishing links not currently provided by commercial bus operators

The District Council is keen to work with Cambridgeshire County Council in further developing these proposals.

The District Council recognises, however, that for many people, especially those in rural areas, there may be no alternative to the car although some journeys may be possible by walking, cycling or public transport. The District Council has been an enthusiastic supporter of the joint District/County Council cycleway development programme, the routes linking Swaffham Prior to Lode and Ely to Witchford being notable successes. The emphasis in LTP 2006-2011 to promotion and encouragement of non-car modes of travel, where these are appropriate, is therefore welcome.

The District Council sees the maintenance of the highway network, including footpaths and cycleways, as extremely important. In the past there have been concerns that the condition of the network had declined due to a downturn in resources available. The problems of maintaining fenland roads are well known within the District and it is important that the additional costs of maintaining such roads are recognised.

Safety is a concern for us all. Although it is pleasing to note the reduction in accidents across most categories in Cambridgeshire there are some locations where the District Council feels additional resources should be targeted. The recognition of the poor accident record at the junction of Soham Bypass (A142) and East Fen Road (to Isleham) and the proposals to improve the junction are welcome. However the accident record at the junction of A142 and A1421 at Witcham Toll also gives serious cause for concern and while accepting the case for short term improvements to the layout the District Council wishes to see a roundabout constructed at this location in order to see a reduction in the number and severity of accidents.

The partnership between East Cambridgeshire District Council and Cambridgeshire County Council has brought forward many benefits during the period of the first and interim LTPs. However there is much more to be done in addressing the infrastructure deficit built up over the years, addressing the current expansion of housing provision in the district and planning in anticipation of future needs. In particular dealing with the growth agenda in East Cambridgeshire will be extremely challenging if the quality of life for residents, both existing and those attracted to the area, is to be maintained and improved. Environmental and transport issues will play a key role in managing this substantial growth in a sustainable way. The identification of funding streams in order to provide appropriate infrastructure to support the growth agenda is vital to ensure that we hand over to the next generations a sustainable future.

East Cambridgeshire District Council fully supports the new Cambridgeshire Local Transport Plan for the period 2006-11.

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

## **Fenland District Council Statement**

Achieving sustainable development and supporting the market towns, with improved access to facilities within them, is a primary objective of the District Council. Access from the rural areas to the market towns is also very important. The District Council is therefore supportive of the Local Transport Plan (LTP) which includes interlocking strategies for both market towns and the rural areas with a particular emphasis on accessibility planning.

### **Recent Achievements**

In the last couple of years the following achievements are to be welcomed.

- Implementation of key proposals from the Wisbech Strategy
- Friday Bridge/Elm safety improvements.
- Consultation on Ramnoth Road / Boyces Road Safety Scheme.
- Completion of various sections of Cycle Route 3, namely upgrading crossing on the A1101 at Blackfriars Road, new crossing facility on the A1101 at the Isle College, provision of new cycle route through Wisbech Park which has attracted £50k from Sustrans as extension to the National Cycle Network and Links to Schools Programme 2004/05.
- Market Place Feasibility Study - pedestrianisation options.
- Freedom Bridge Investigation - pedestrian safety.
- Chapel Road and Exchange Square Pedestrian Improvements - design in progress.
- Implementation of proposals from the March Transport Strategy
- Completion of Neale-Wade Community College to West End Park cycleway.
- Completion of March Town Centre pedestrian improvements.
- Schemes under development notably South East cycleway, bus stop improvements.
- Design of March Industrial Link Road with implementation shortly.
- New cycle route from Norwood Road to Hundred Road.
- Implementation of Safer Routes to School
- Consultation on schemes for Leverington County Primary and Alderman Jacobs School, Whittlesey.
- Implementation of better traffic calming, including safer route to school measures at New Road, Chatteris.
- Other measures
- Support for environmental enhancement and traffic calming measures in High Street, Chatteris (Phase 4).
- Implementation of road safety/interactive speed signs at various locations, namely Doddington, Coates/Eastrea, Benwick, Chatteris, Gorefield, Leverington, Manea, Parson Drove, Whittlesey, Wimblington and Pondersbridge.
- Continued successful operation of concessionary bus fare scheme with consideration being given to widen it out to Community Transport providers.
- Completion of Rural Transport Research project under the auspices of the Rural Transport Partnership which is being taken forward by the Fenland Local Strategic Partnership Transport and Access Group.
- Completion of Network Rail's Local Distribution Centre at March which was awarded both an RTPI Planning Achievement Award 2005 and the Rail Award in the National Transport Awards 2005.

The success of many of the above projects is as a result of partnership working between the District and County Council.

### **District Council Contribution**

Partnership working is continuing but in addition the District Council is contributing to the successful implementation of an integrated LTP strategy as follows.

- Using S106 agreements to secure funding for transport infrastructure where appropriate.
- Encouraging employers to adopt Green Travel Plans, e.g. Hostmoor Trading Park, March.
- Reviewing car parking standards in line with PPG3 as part of new Local Development Framework.
- Commissioned consultants' study into feasibility of car park charging in Fenland's market towns.
- Recognising that taxis have an important role to play as part of public transport within the District and encouraging more accessible taxis whenever possible.
- Funding for environmental enhancement street works of a higher environmental quality in the central areas (Conservation Areas) of our market towns. These include transport infrastructure, e.g. new bus shelters, disabled parking, car parking improvements both on street and off street.
- Continued development of Wisbech Port for both freight transport and leisure craft, with successful major funding bids for the Nene Waterfront Project.

## District Council Priorities

The preparation of the Replacement Local Plan/Local Development Framework over the next two years will identify other issues which the District Council will look forward to taking forward in a partnership approach with the County Council in the longer term as part of the Long-Term Transport Strategy. However, in the short to medium term the following key issues need addressing.

- A605 highway improvements - new Kings Dyke railway crossing to relieve congestion between Whittlesey and Peterborough
- A605 / A141 'Hobbs Lot' junction roundabout now included in the Local Transport Plan.
- Membership of the A47 Partnership lobbying for dualling through Fenland from Peterborough to Kings Lynn.
- Electrification of the Peterborough to Ely railway line
- Improved co-ordination of highway repair and maintenance, street lighting etc. in Fenland's settlements in accordance with the District Council's Streets Ahead agenda.
- Improved maintenance of rural Fen roads.

## Huntingdonshire District Council statement

### Introduction

This is the latest Cambridgeshire Local Transport Plan in which this Council has participated with both the County Council and the other local authorities of Cambridgeshire. During the past 7 years, 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 has 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 the people of Huntingdonshire.

Huntingdonshire, 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 priority measures between Hinchingsbrooke in Huntingdon 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
- we welcome the continuing dialogue with the County Council in terms of the programmed delivery of these vital bus priority measures as part of the LTP programme with a shared aim of delivering these works during the life of this Plan

## **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 Sub-Regional Infrastructure partnership through Cambridgeshire Horizons. 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 – A14**

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 continue to keenly await details of this scheme to emerge, including the results of the A14 Viaduct Study, and 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 commencement of the scheme during the life of this Plan and its completion at the earliest possible opportunity.

## **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 were implemented during Summer 2005. Because of the rapid growth in housing development the Council has commissioned a refreshed Strategy to be completed in 2007. 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 provide input to the Accessibility Action Plans within the four identified wards to date within the District.

## 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 has undertaken 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 was 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 a number of 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.

## South Cambridgeshire District Council statement

### The area

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. Nevertheless, Cambridge is the sub-regional centre, and access to it is of great importance.

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.

### Policy background

The second Local Plan for South Cambridgeshire covering the period to 2006 was adopted in February 2004. This Plan is consistent with the 1995 Cambridgeshire Structure Plan.

The current Structure Plan, covering the period to 2016, was adopted in September 2003. In order to keep pace with the step change in the rate of development set out in its strategy, work is well advanced on the new Local Development Framework (LDF) for South Cambridgeshire. This will replace the existing Local Plan. It is being prepared under the new Government legislation for development plans and will set out policies and proposals for the development and use of land in the District for the period to 2016. The first set of LDF documents, Core Strategy, Development Control Policies and Site Specific Policies Development Plan Documents, Cambridge East, Cambridge Southern Fringe and Northstowe Area Action Plans and the Proposals Map, are currently at pre-submission public participation. It is intended that they will be submitted to the Secretary of State in January 2006.

South Cambridgeshire will experience an almost 40% increase in housing development between 1999 and 2016. In the past much of the housing development in the Cambridge area has been directed to 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. The LDF will provide for most of the new development in the District (on sites not yet committed) to take place on the edge of Cambridge and in a new town near to Longstanton and Oakington, named Northstowe.

The Structure Plan identifies major urban extensions at Cambridge East (Cambridge Airport, land North of Newmarket Road and land north of Cherry Hinton) and on the Cambridge Southern Fringe (to the south and east of Trumpington and adjoining Addenbrooke's Hospital).

Cambridge East will be a high-density housing and mixed-use development of between 10,000 and 12,000 dwellings. The site lies in both Cambridge City and South Cambridgeshire and for this reason a Joint Area Action Plan is being prepared. The development of Cambridge Airport is dependent on the relocation of the Airport's activities and is likely to start later in the plan period and continue beyond 2016. A first phase, north of Newmarket Road can take place with the Airport still operational and could accommodate between 1,500 and 2,000 dwellings.

At the Cambridge Southern Fringe there will be around 3,300 dwellings mainly to the east and south-east of Trumpington and a major new employment area and extended hospital development at and around Addenbrooke's. Some of the new housing will be west of Trumpington, of which 600 dwellings will be in South Cambridgeshire. The South Cambridgeshire Area Action Plan for the Southern Fringe makes provision for these dwellings and countryside enhancements to support the development within Cambridge City. There has therefore been considerable joint working between the two authorities.

Developments in these locations on the edge of Cambridge will maximise opportunities to reduce the need to travel, and provide modal choice by public transport, cycling and walking. 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 Cambridgeshire Guided Busway.

The new town of Northstowe will develop 6,000 dwellings in the period to 2016, with an ultimate size of around 8,000 dwellings, together with associated community facilities and services, and some employment provision. With existing road infrastructure already stretched, the successful development of a sustainable new town is dependent upon early improvement in transport infrastructure within the A14 corridor, including the new Rapid Transit system and improvements to the A14. The proposed Cambridgeshire Guided Busway will directly serve the new town, with a spur through the heart of the new development, providing high quality public transport.

The District already has a high level of commuting 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. Therefore, the District Council welcomes the Government's commitment to three road improvement schemes in the area; dualling the A428 between Caxton Gibbet and Cambridge; improvements to the A14; and provision of a bypass for Papworth Everard. These improvements are not only crucial to the delivery of the Government's Growth Agenda, but are also important to enable the Cambridge Sub-Region to function to its full potential. Dualling the A428, due to commence in Autumn 2005, should be completed well in advance of the A14 improvement works. The A14 is already a very congested route, and improvement is crucial for the delivery of the new town of Northstowe. The Papworth Everard Bypass is important to the delivery of additional development committed in the village.

## Land-use policies

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 aid the development of high quality public transport, particularly along the corridors between Cambridge and the market towns, which is essential to encourage modal shift.

Public car parking is limited to small free car parks to support local shopping and reduce on-street parking in three of the largest villages, Histon, Melbourn and Sawston.

## Transport policies

It is important to provide alternatives to the car before further traffic restraint is applied. However, 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.

The Council's transport objectives and policies are set out in the emerging Local Development Framework Development Control Policies DPD:

- To provide a transport system that meets the needs of the economy.
- To reduce the need to travel.
- To encourage modal shift, particularly away from private cars.
- To promote the use of more sustainable modes of travel such as public transport, community transport, walking and cycling by making such modes more integrated, highly accessible, safer and more attractive to use.
- To promote sustainable travel by ensuring new development takes place in locations with, or has potential for, good accessibility by non-car modes to facilities and services and ensuring provision for all transport modes.
- Within the context of maximum car parking standards, minimise the amount of car parking provided in new developments, compatible with its location and availability of alternative transport modes, to avoid over-reliance on the car.
- To promote a healthy lifestyle through travel choice.
- To improve the safety of travel for all people and all modes, including measures to reduce the number and severity of road accidents.
- To improve personal safety and accessibility for all modes and all people, including those with disabilities.

- To reduce the environmental impact of travel, to conserve energy and reduce air pollution by limiting the growth in road traffic.
- To provide transport proposals that protect or enhance the built and natural environment.
- To safeguard land for highways and other transport proposals.
- To encourage the provision of transport improvements through the development process.

The Council's car parking standards will be set out in the Local Development Framework. These are maximum standards, in accordance with PPG13, and encouragement is given to reduce car parking levels where alternatives can be provided. At the same time, the Council recognises that in rural locations, the opportunity to reduce car parking levels where alternatives to the car are not available has to be treated with caution to avoid road safety and amenity problems associated with inappropriate casual parking which may be difficult to control.

The Council will also include cycle parking standards in the Local Development Framework to ensure that adequate facilities are available on site and to encourage this form of transport.

The Council recognises that whilst it is difficult to reduce traffic levels in the area because of continuing committed development, 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 46 agreements.

## Implementing the plan

In addition to the Local Plan, the District Council has adopted as Supplementary Planning Guidance (SPG) a number of Development Briefs for sites allocated for development in the Local Plan. A major function is to advise developers of the planning obligations including transport, and therefore the County Council has an important role in giving guidance on this aspect. In addition, the Council has jointly produced and adopted Cambridge Corridor Area Transport Plans as SPG to the Local Plan for the Northern and Western areas. These Plans determine the level of Section 46 contributions developers can expect to pay according to the number of trips the development will generate. The existing Corridor Area Transport Plans have provided a useful approach to securing developer contributions, which complement LTP funding. However, due to the scale of urban expansion over the next decade, a new contributions strategy is being developed through Cambridgeshire Horizons. It is anticipated that this will assist in securing the substantial amounts of money needed for transport investment and expenditure.

## Joint working

The District Council recognises the need for partnership working with the County Council and other bodies and organisations to ensure that there is co-ordination of land-use and transport planning policy. The District Council is an active partner in the preparation of the LTP. This reflects the growing culture of co-operation between the three Councils in the Cambridge Area on a wide range of related matters including Park and Ride, cycleways and air quality. There are specialist officer working groups for all the main areas of transport policy, and similarly joint Member working in the Cambridge and South Cambridgeshire Strategic Forum and the South Cambridgeshire Environment and Transport Area Joint Committee.

The District Council and the County Council have developed a culture of joint working on land-use and transport planning matters. There are close working links at officer level covering, through Working Groups, all transport modes. The Cambridge and South Cambridgeshire Strategic Forum is a non-executive body comprising Members of the County Council, Cambridge City Council and South Cambridgeshire, which allows discussion to take place on land-use and transport issues affecting the area. More detailed transport policy, such as traffic regulation orders, and operational matters are dealt with through the South Cambridgeshire Environment and Transport Area Joint Committee, which comprises Members of the County and District Councils. The Area Joint Committee is also responsible for implementing joint budgets. The District Council also takes an active role in the County Rail Policy Group and Bus Policy Group.

Examples of joint working include:

- Various officer working groups for the new development locations, including for Northstowe, Cambridge East, Cambridge Southern Fringe and Cambridge Northern Fringe
- Officer working group Cambridgeshire Guided Busway
- Joint Planning and Transport Lead Members
- Environment and Transport Area Joint Committee
- Rail and Bus Strategy Groups
- Bus Development Board
- A1307 Corridor Study (multi-modal study along the corridor, including investigating the possibility of Park and Ride at Haverhill)
- A10 (north) Corridor Study (multi-modal study along the corridor, including investigating the possibility of a new and/or relocated Park and Ride site)
- Rural Transport Partnership
- Local Strategic Partnership, including the Access and Transport Group
- Safer Routes to School
- Concessionary Fares (including taxi-cards)
- Camb Cycle Rings
- Walking and Cycling promotion group

The District Council and County Council have also formed a cross-border working partnership with St Edmundsbury Borough Council and Suffolk County Council for the A1307 Corridor Study. This Study is looking at improvements to all modes and road safety along the corridor between Cambridge and Haverhill. It is also investigating the feasibility of a new remote Park and Ride site at Haverhill which would also serve the A1307 corridor. A similar study is also underway for the A10 (north) corridor, in conjunction with East Cambridgeshire District Council and the County Council. As part of the study, the feasibility of a Park and Ride to serve Ely and Cambridge, sited along the A10 corridor, is being investigated.

Subject to budgetary constraints, the Council has a Sustainable Transport budget, which can be used for a wide range of transport projects. These include improvements to sustainable modes, such as new cycle infrastructure, as well as minor road safety improvements. This budget is match funded by the County Council, and the programme is determined by the Area Joint Committee. The Council is a funding partner in the Rural Transport Partnership which is being managed by Cambridgeshire ACRE and which particularly seeks to promote community transport initiatives.

## 3b Joint working with neighbouring local authorities

Several of our policies and schemes transcend local authority boundaries. In order to effectively address these issues a number of meetings with neighbouring local transport authorities and the relevant District Councils have taken place. Numerous cross-boundary issues were discussed and proposed solutions and responses were agreed, these are summarised in Table A3.1. Further information on cross-boundary working can be found in Chapter 1.

**Table A3.1 Cross boundary issues**

<b>Issue</b>	<b>Local authority involved</b>	<b>Response</b>
Expansion of the Haven ports, creating increased traffic along the A14 in Cambridgeshire	Suffolk County Council	Suffolk County Council has commissioned a multi-modal study to look at possible transport improvements along this corridor. Cambridgeshire County Council fully supports this study and will work with Suffolk to introduce any improvements recommended.
Congestion along the A1307 Cambridge to Haverhill corridor	Suffolk County Council, St Edmundsbury Borough Council	A joint study has recommended a small-scale Park & Ride site near to Haverhill to provide public transport services between Cambridge and Haverhill. These recommendations will be considered jointly by Cambridgeshire, Suffolk and Essex County Councils and St Edmundsbury Borough Council with a view to taking them forward in 2006-07.
Traffic growth in and around the market towns to the north and east of Cambridge	Suffolk County Council, Forest Heath District Council, East Cambridgeshire District Council	Over recent years traffic levels and demand for parking in Newmarket and Ely have greatly increased. Therefore we have jointly looked at measures to manage this growth in a sustainable way. Potential solutions to these issues may include the introduction of parking charges in both towns and improvements to public transport services.
Re-trunking of the A47	Norfolk County Council and Peterborough City Council	Cambridgeshire is part of the A47 Alliance (along with Norfolk County Council and District Councils, the East of England Regional Assembly, the RAC Foundation the MP for mid-Norfolk) and supports the proposals to re-trunk parts of the A47 in Northamptonshire and Peterborough. Peterborough will progress plans to implement the Stanground Bypass subject to planning permission and developer funding.
Re-trunking of sections of the A605	Peterborough City Council, Fenland District Council, Northamptonshire County Council, Lincolnshire County Council	Cambridgeshire supports the proposals put forward by Peterborough and Northamptonshire to re-trunk parts of the A605. Peterborough to press ahead with the Stanground Bypass, subject to planning application and development funding.
The proximity of Wisbech to the county border	Norfolk County Council, Peterborough City Council, Fenland District Council, Lincolnshire County Council	All authorities to look at a possible joint concessionary bus fare scheme in this area. Work has already been undertaken jointly to improve footways in the area. Lincolnshire is interested in undertaking a joint safety scheme on the A1101. Fenland Local Development Framework may give the scope for the first phase of development west of Wisbech.
Increasing traffic levels on the A428 corridor between Bedford and Cambridge	Bedfordshire County Council	Bedfordshire and Cambridgeshire will share ideas regarding improvements to public transport along the A428 between St Neots and Cambridge: Cambridgeshire will make the work done so far on proposals for the A428 available to Bedfordshire
Increasing traffic levels on the A10 corridor between Royston and Cambridge	Hertfordshire County Council	Improvements to this strategic corridor will be considered from 2007/08 onwards as part of the programme of corridor improvements contained within this LTP.
Strategic corridor improvements along the A10 (north of Cambridge) and the possibility of 8,000 new houses in Kings Lynn.	Norfolk County Council, East Cambridgeshire District Council	Norfolk are interested in rail improvements along this route, as it is likely that a high proportion of trips generated will be southwards. Chesterton Interchange is supported by Norfolk as it will facilitate trips from the north into Cambridge. In addition, both authorities support future transport improvements along the A10.
The Regional Spatial Strategy for the East of England is in draft form and therefore it is difficult to demonstrate consistency within the LTP.	All authorities on the Cambridgeshire border	All local authorities within the region have been involved in developing the draft RSS therefore some of the proposals it contains already feature in the relevant LTP. However, the strategy may change following the public inquiry.
Low levels of accessibility on administrative borders.	All authorities on the Cambridgeshire border	We are currently working with our neighbouring Transport Authorities, for example Essex, Norfolk and Peterborough, in order to assess the scope of joint working on our accessibility issues that are on the county border. This joint working will continue to explore whether there are any synergies with poor accessibility on the other side of the county border. Furthermore, the Eastern Region has developed a co-ordinated approach to accessibility planning through the establishment of a regional Accessibility Planning forum. A statement detailing how we have achieved this is contained in Appendix 4 of this document.