

Cambridgeshire Local Transport Plan 2006–11

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Foreword

Cambridgeshire is experiencing significant development pressure, both for employment and housing. Among the employment areas due for expansion are the high tech, research and education industries. At the same time, the provision of new housing to ease the shortage in the region will result in a major growth in population. We face a challenge in maintaining and enhancing the quality of life while helping to ensure that this growth takes place in a sustainable manner.

Transport has a key role to play in delivering sustainable growth and this Local Transport Plan (LTP) will help to achieve it. The LTP sets out our transport objectives for the county, proposes our strategy for tackling transport issues, and outlines the types of initiatives that could be introduced to meet and deliver these objectives. The transport strategy is consistent with the land-use policies contained in the draft Regional Spatial Strategy, the Cambridgeshire and Peterborough Structure Plan and the emerging Local Plans and Local Development Frameworks. It is one of a number of key documents with an important role to play in planning for the transport infrastructure required to ensure that the anticipated economic and population growth in the county takes place in a sustainable way.

This LTP, in common with previous LTPs, has been written in partnership with the five District Councils. This record of partnership working – with the District Councils and other organisations – has driven the successful implementation of an integrated transport programme. During the development of this LTP we have built on these valuable partnerships, particularly in relation to work undertaken to formulate the Accessibility Strategy, and we will continue to develop these partnerships in the future to meet the challenges that we face.

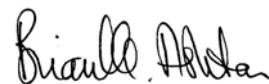
We look forward to reporting on our successes in future Progress Reports.



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



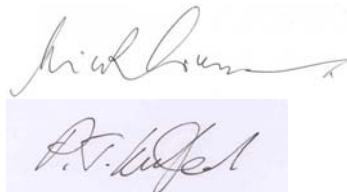
Cllr Jenny Bailey
Executive Councillor for Environment
Cambridge City Council



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



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



Cllr Nick Guyatt
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Transport
Huntingdonshire District Council



Cllr David Bard
Portfolio holder for Planning and
Economic Development
South Cambridgeshire District Council

Executive Summary

This Local Transport Plan (LTP) sets out the objectives, strategy, transport targets and programme in Cambridgeshire for the period 2006–11. It is one of a number of planning and transport plans and strategies for Cambridgeshire and the East of England aimed at ensuring that large-scale development can take place in the county in a sustainable way. It also looks at existing transport issues and seeks to address them.

Cambridgeshire County Council has produced this LTP in partnership with Cambridge City Council and the district councils of East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire. This partnership for transport has existed for many years with considerable success bringing together the planning and transport functions across the county.

Problems, opportunities and the aims and objectives of the LTP

Cambridgeshire faces a number of major challenges over the next few years. Key among these is that of helping to ensure that we can minimise the adverse environmental and quality of life effects of building around 57,000 new houses. From a transport perspective, this raises issues particularly in relation to congestion, which in some parts of the county is already threatening economic prosperity and air quality. Our priorities are therefore to promote sustainable transport, ensure that services and people are more closely located, and manage travel demand.

There are other issues affecting the county, notably problems of accessibility to key services, not only in terms of distance for those living in the more rural parts of the county, but also in terms of ease of use among certain groups living in our towns and cities. The implementation of the previous LTP programme has consistently reduced the numbers of people killed and seriously injured on Cambridgeshire's roads; however, there remain important safety issues that still need to be tackled.

Our aims and objectives have been developed to address these issues. The overriding aim of our planning and transport strategies is to protect and enhance the quality of life and quality of environment in Cambridgeshire. To help meet this aim, the LTP sets out the six following objectives.

- To create a transport system that is accessible to all.
- To protect and enhance the built and natural environment.
- To develop integrated transport and to promote public transport, walking, cycling and other sustainable forms of transport.
- To make travel safer.
- To maintain and operate efficient transport networks.
- To provide a transport system that supports the economy and the growing population of the County.

The first four of these objectives mirror the Government's shared priorities for transport of safety, accessibility, congestion and air quality, while the fifth and sixth objectives reflect the local concerns identified through an analysis of our problems and opportunities.

Strategy and Targets

The LTP strategy shows how we will work towards meeting the LTP's objectives. Our long-term transport strategy identifies two tools – **widening choice** and **managing demand** – that can be used to help in this and relates them to the three strategy areas: transport corridors, urban areas and their hinterlands and rural areas. The LTP strategy looks at these areas in detail to develop a set of initiatives to be taken forward in the next five years as follows:

Along transport corridors

Widening choice

- seeking to run bus services to frequencies of 15 minutes or better.
- providing bus information through multiple delivery media to reach as many sectors of the community as possible.
- new high quality transport schemes, such as the Cambridgeshire Guided Busway.
- a new rail interchange at Chesterton in Cambridge.
- enhanced coach facilities and cycle/pedestrian links at interchange/Park & Ride sites.

Managing demand

- speed reduction measures where appropriate.
- an enhanced road safety programme where necessary.
- an enhanced road maintenance programme along non-principal roads.
- measures to tackle congestion at the worst bottlenecks (for example, along the A141 and the A142/A10).
- bus priority measures to improve public transport journey times.

In urban areas and their hinterlands

Widening choice

- improved, more frequent and more accessible bus services.
- improved interchange facilities between bus and rail.
- an enhanced network of cycle and pedestrian routes both in towns and linking to surrounding villages and countryside.
- encouraging the provision of more accessible taxis.
- enhanced maintenance of cycleways and footways.
- improved pedestrian facilities.

Managing demand

- road safety measures.
- traffic calming.
- speed reduction measures.
- opportunities for reallocation of road space.
- environmental enhancement.
- parking policies to restrict parking through price or physical regimes will be linked to the provision of public transport where high levels of access by more sustainable modes of transport exist.
- measures to keep unnecessary traffic out of historic town and city centres.
- other methods of demand management.

In rural areas

Widening choice

- individual accessibility action plans in nine priority areas.
- the development of the public transport system to include demand responsive public transport, shared taxis, community transport and conventional bus services. Where appropriate these will connect to the main corridors where frequent and reliable public transport will be available.
- new interchanges along the corridors; these will include bus shelters with improved information, facilities for cycle parking, lay-bys for drop off points and better pedestrian facilities.
- improved walking and cycling facilities connecting to the corridors.

Managing demand

- safety measures.
- traffic calming and speed reduction measures.
- improved non-principal road maintenance.

The LTP programme

The programme in this LTP is based upon 'Planning Guidelines' – the amount of money that government has allocated to us for transport over the next five years – and upon other known sources of funding. It has been designed to enable us to most effectively achieve our objectives and to help deliver the improved transport infrastructure that the County must have to ensure that the large scale planned development can take place in a sustainable way. The programme allows us to set challenging targets based on the impact that scheme will have on travel and transport in Cambridgeshire as experienced by the user. Key elements of the programme include:

- a programme of safety measures designed to reduce the number of casualties on Cambridgeshire's roads.
- measures to tackle congestion such as improvement to public transport, walking and cycling especially in Cambridge and the market towns.
- measures to improve accessibility including improvements to the community transport network and making available funds for us and our partners to take forward accessibility action plans.
- measures to improve air quality including specific proposals in partnership with the district councils.

The programme includes two major schemes (those costing over £5 million). These are:

- Cambridgeshire Guided Busway (which has been provisionally accepted by government for funding).
- Chesterton Interchange (new major scheme in this LTP).

Conclusion

The strategies and programme contained in this document set out how the LTP as part of our overall strategy will help to address existing transport related problems and to meet the transport needs of the large-scale development planned for the county. The LTP will ensure that issues of safety, congestion, accessibility and air quality are properly addressed. The LTP aims to provide maximum value for money through close partnership working, by tightly integrating our aims, objectives, strategy and programme and by effectively monitoring our targets.

Our Vision

We have an ambitious vision for transport in which the transport needs of the people of Cambridgeshire are catered for – from the most isolated rural village to the historic Cambridge city centre. We will aim to improve people's quality of life, while at the same time protecting the county's unique environment and countryside so that it can be enhanced and enjoyed by all.

Cambridgeshire residents will play a major part in producing this vision and improving on it with their own ideas. We want to see a transport system that:

- provides a springboard for the continuing prosperity of Cambridgeshire
- recognises and meets the social needs of its residents and visitors
- is accessible to all, and is easy, clean and safe to use
- provides a choice of options that link seamlessly from one form to another
- is innovative, efficient and affordable
- reduces congestion but recognises the needs of the car user
- encourages a healthier and more sustainable Cambridgeshire
- allows the growth in the county to take place in a sustainable way.

We will achieve this vision through the development of improved transport infrastructure and services, driven by our transport strategy, of which this Local Transport Plan is a key component.

