

# 16 Cambridgeshire Local Transport Plan 2004-11 – District statements

## East Cambridgeshire District Council Supporting Statement

The first Cambridgeshire Local Transport Plan was submitted in July 2000 covering the period 2001 to 2006. In the intervening three years, it has become apparent that much has changed in a relatively short period and it is now appropriate to submit a revised Local Transport Plan (LTP). East Cambridgeshire District Council fully supports the move to a new version of LTP, which reflects the close relationship between transport and land use planning in one of the fastest growing counties in the country.

The partnership between Cambridgeshire County Council and the five City and District Councils worked well in the production of the first LTP. This close working relationship has continued each year through production of the Annual Progress Reports (APR). This new Local Transport Plan comes again as a result of continuing cooperation and partnership between the Cambridgeshire local authorities.

The Cambridgeshire and Peterborough Structure Plan proposes the provision of around 7000 new households in the District of East Cambridgeshire in the period until 2016. This comes on top of significant expansion in housing provision already achieved or underway within the District. A survey of new households in the Ely area undertaken in late 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 is encouraged to see the corridor based strategy contained in this new LTP and will support improvements to both the highway and to public transport provision on this major commuting route between Ely and Cambridge.

The rail service between Ely and Cambridge can offer commuters fast and frequent journey times. However, many rail travellers live too far away from the station to walk or cycle, leaving the car as the only option. The station car park at Ely is operating over capacity and is often full by 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 in north 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.

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 “look to” Newmarket in Suffolk for similar services and it is important that the new LTP has recognised this “out of county” focus for many East Cambridgeshire residents.

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. It is vital that government provide funding for additional transport investment in the county to address the infrastructure deficit and to accommodate the future increases in population proposed by the new Structure Plan.

The long awaited by-pass for the village of Fordham on A142 received planning permission in March 2003. East Cambridgeshire District Council fully supports the need for and eagerly awaits construction of this road which will provide a significant reduction in traffic through the village.

Congestion in the area of Ely Station and the adjacent level crossing caused by high vehicles unable to use the under bridge continues to give cause for concern. At certain times the area can be subjected to extreme congestion and pollution caused by HCVs 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 supports the principal of a Southern Link Road for Ely to provide an alternative route avoiding the congested area around the station. However it is important that the feasibility study must consider all options and the final proposal should be mindful of concerns regarding visual intrusion and environmental impact in this sensitive area.

Park and Ride has been very successful in Cambridge and is now carrying over 1.3 million passengers annually. In previous appraisals of Park and Ride, for Ely alone, it had not been considered sustainable. This new LTP proposes an “outer ring” of new Park and Ride sites serving both Cambridge and the adjacent market town. East Cambridgeshire District Council welcomes the suggestion of a site in the Ely area with buses providing high quality links to Cambridge, the centre of Ely and to the railway station. Such a scheme would have three major advantages provide:

- an alternative for car drivers using the A10, which is already operating well over capacity at peak times
- additional, long term, parking capacity for the centre of Ely where spaces are already under severe pressure, and
- additional parking for Ely Station where lack of capacity is currently suppressing demand for rail travel.

The District Council is keen to work with Cambridgeshire County Council in exploring this proposal.

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. It is accepted that conventional transport services are not able to offer the complex pattern of journey opportunities that people require. The District Council is therefore pleased to see the prominence

given in the new LTP to the provision of non conventional services – shared taxis, community transport and demand responsive buses – giving improved access to services and also acting as “feeders” to public transport corridors.

Community based transport has an important role to play in reducing social isolation, especially in rural areas. It is, therefore, pleasing to see that the issue of longer term funding of these schemes has been addressed through LTP.

The District Council recognise that for many people, especially those in rural areas, there may be no alternative to the car. However, 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 references in LTP to promotion and encouragement of non car modes of travel, where these are appropriate, are therefore welcome.

East Cambridgeshire District Council has already carried out a Best Value Review of its off street car parking provision. As a result there have been some gains in the number of spaces provided in Ely, but it is felt unlikely that an acceptable site could be found close to the centre to provide a significant number of additional parking spaces. There has been a suggestion that the District Council should consider the introduction of charges for parking provision in Ely. During the consultation on Ely Transport Strategy in 2001 responses showed that there was 60% support for the introduction of a small car park charge if the revenue raised was spent on improvements to the car parks or to fund public transport improvements. The District Council will examine all options to improve car parking in Ely, including the introduction of a charging regime. It will take significant note of the likely effect on the viability and vitality of Ely, and of local peoples views, before deciding on the best approach. However, the provision of town centre car parking cannot be considered in isolation. The District Council feel that as part of any review the County Council will have to consider, at the same time, on street facilities and provision for residents and that the rail industry must also act decisively to increase the amount of spaces available at Ely Station.

The District Council has already implemented the maximum parking standards in line with revised Planning Policy Guidance (PPG) 13.

Along with the other district authorities, East Cambridgeshire is the licensing authority for Taxis and Private Hire Vehicles (PHVs). The District Council recognises that Taxis and PHVs play a vital role providing door to door transport and are often the only service available in rural areas or at times of low demand. The District Council will seek to encourage the provision of more vehicles adapted for use by disabled people and vehicles powered by “cleaner fuels”, in partnership with taxi operators and the County Council. The District Council also supports the taxi strategy proposed by the new LTP, where the aims are appropriate to East Cambridgeshire.

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 in the annual settlement.

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. Within East Cambridgeshire the accident record at the junction of A142 and A1421 at Witcham Toll gives serious cause for concern. The District Council accepts the recent proposal for short term improvements to the layout at this location but in the longer term wishes to see a roundabout constructed in order to see a reduction in the number and severity of accidents.

East Cambridgeshire District Council supports this new Cambridgeshire Local Transport Plan on behalf of local people. It notes with some satisfaction the extensive efforts made to directly engage the people of Cambridgeshire in the LTP process. The wide public consultation has resulted in a large increase in the number of responses, especially from younger people. The District Council believes that it is important to engage fully with its residents and thanks everyone concerned for taking the trouble to make their views known.

The partnership between East Cambridgeshire District Council and Cambridgeshire County Council has brought forward many benefits during the period of the current LTP. 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.

East Cambridgeshire District Council commends this new Cambridgeshire Local Transport Plan 2004 – 2011.

## Huntingdonshire District Council Supporting Statement

### Introduction

This is the second Cambridgeshire Local Transport Plan in which this Council has participated with both the County Council and the other local authorities of Cambridgeshire. During the 4 years of the first plan, the Council has been an active partner in both the formulation of the Annual Progress Report to Government and also, importantly, in terms of the delivery of the policies and action plans across Huntingdonshire.

This work has led specifically 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, working with a range of partners. Over the life of the first LTP, the Council remained on course to deliver £5 million of transport related expenditure for the benefit of Huntingdonshire and as part of this new LTP, we will look to deliver a similar programme in accordance with the aims and objectives of the plan.

### Overview

Transport and access 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, partly located within the Cambridge Sub-Region, remains an area 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 truly sustainable fashion.

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

As a result we welcome 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 development and acceptance by government of the CHUMMS study, and
- issues emerging from both Regional Planning Guidance (RPG 14) and the Regional Transport Strategy.

### Key Issues

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

However a number of major issues covering the period 2004-2011 are of direct relevance to our aim in delivering the LTP locally working in partnership and it is important to highlight these as follows.

### Rapid Transit

The District Council's Policy:

- the Council supports the principle of a Rapid Transit System (RTS) from Huntingdon to Cambridge provided that it will deliver the benefits claimed for it in CHUMMS, 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, and
- 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 doing?

- We have employed consultants with substantial experience of RTS schemes to give us an independent technical and financial evaluation of the County Council's proposals – the County Council are cooperating with our consultants.
- Notwithstanding that we have reserved our position on the overall scheme, we are working with the County Council to ensure that their proposals will provide the greatest benefit to Huntingdonshire residents and businesses – for example, the link to Huntingdon Railway Station and Hinchingsbrooke Hospital have been added after pressure from the District Council, as well as the open nature of the system whereby multiple operators will be able to access the system subject to quality thresholds being met.
- Our Cabinet will begin taking an initial view on the County Council's proposals from June 2003 onwards.

### Local Plan Review

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 participate in the development of the Cambridge Sub-Regional Implementation study. Annual reporting of progress on the Local Plan review will take place via our yearly statement through the APR.

### Cambridge Sub-Regional Implementation Study

We are working closely with the County Council and the other local authorities that are part of the Cambridge Sub-Region in developing this work. A number of sub-groups, including one for Transport, have been set up to examine future development needs based on forecast growth and development across the region. Work within the transport group is currently focussed on a range of issues including the identification of the required transport programme to support the study, the relationship between these schemes 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 current LTP and will

continue to do so over the life of the new Plan. It has been a proactive partner in the formulation of the strategies in St. Neots and Huntingdon & Godmanchester, including financial contributions to transport modelling work, and looks forward to developing further strategies for St. Ives and the Ramsey area.

In terms of delivery of action plans that support the strategies, the Council has developed its Capital programme so 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 the St. Neots Action Plan 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 project for Huntingdon has been completed and 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 March 2003 and this will be used to inform the future transport strategy for the town, particularly with regard to future development opportunities and the integration of Rapid Transit through the town.

The Civic Trust are now undertaking work in Ramsey with St. Neots following on during 2004.

## CHUMMS Outcomes

The Council supports the principle of the Rapid Transit covered elsewhere in this statement and welcomes the government announcement earlier in 2003 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 the strategic nature of the A14 in national and European terms. We therefore keenly await details of this scheme to emerge to which we will provide input in relation to balancing local need against the strategic nature of the route leading to the completion of the scheme around 2010.

## 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 is 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 is in the process of reporting the results of this strategy review to Members and emerging issues and actions will be reported in the yearly APR statement.

**Taxi Study** – As with Car Parking above, the same consultants have been 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 is for the Council to assess whether there are any areas of unmet demand relating to Hackney Carriage provision as well reviewing our strategy to reflect both national and local policies such as the LTP and the Council's own Medium Term Objectives.

The review work is recommending a series of Short, Medium and Long-Term Actions to be considered by the Council and we are

currently in the process of reporting the results of this strategy review to Members and emerging issues and actions will be reported in the yearly APR statement.

## Local Strategic Partnerships

Under the Local Government Act 2000, Local Authorities and partner agencies have 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, a Strategic Partnership has been established and the Community Plan is due to be published in Autumn 2003. Consultation with the public highlighted transport and access as a key concern. The Strategic Partnership established a sub-group to lead on this area and write a chapter for the Community Plan.

The Transport and Access chapter has been 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, and
- improved access.

The actions set out in the transport and access chapter are complementary to the countywide LTP and gives the added value of having a local Huntingdonshire perspective on this key public concern.

## Concessionary Fares – Improving Rural Access

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

## 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 statement within the LTP Annual Progress Report outlines in greater detail, the Council are supporting financially transport and access improvements locally in the sum of £6 million to the year 2007/08. We will continue to build on such commitment through the further development of our Medium Term Plan this Summer for the year 2008/09 and beyond.

## Cambridge City Council Supporting Statement

The City Council is pleased to support the new Local Transport Plan, covering the period 2004 – 2011. This strategic document, the result of a close partnership between the County and Districts Councils, sets out an ambitious transport strategy to address several challenging issues. Not least of these are the transport infrastructure backlog recognised by the government through the CHUMMS Study and the large-scale expansions identified in the new Cambridgeshire and Peterborough Structure Plan.

The Council welcomes the fact that the new transport programme is centred on an innovative and ambitious public transport strategy, complemented by cycling improvements. The expansion of the inter-urban bus network around key public transport links and nodes is central to reducing congestion in the Cambridge area, thereby providing a real alternative to both inter-urban and urban car commuting.

High quality public transport corridors, together with flexible community transport schemes such as feeder buses and demand responsive transport in rural areas, will ensure better coverage and frequency of services and hence improve accessibility to public transport. In turn, this should promote social inclusion, with the benefits being enjoyed by all members of the community, including the disabled and the less well off. However, it is important that the cost of public transport is monitored and managed wherever possible, to ensure affordability and increase attractiveness over car use.

In addition, there will be significant improvement of the existing public transport interchanges in Cambridge, at Drummer Street and the Rail Station, and the creation of a new rail interchange at Chesterton. As a result, the corridor approach to transport planning can make best use of complementary public transport modes, and ensure capacity for the forecast 40% increase in bus services in Cambridge over the next ten years. In order to maximise the environmental benefits of increased public transport services, we would like to see stricter controls on bus emissions.

The City Council sees Rapid Transit as a very important component of the new LTP, on which continued close working with the County Council is essential, in order to resolve a number of outstanding issues before implementation begins. Details of the street running sections must be determined, so that proper environmental assessments can be made. Specification of the vehicles, in the context of open access for operators, will need to be clarified, such as a clear standard for engine emissions. Image, marketing, inter-operator ticketing and overall 'full quality standards' of the scheme will be essential considerations, to ensure popularity with users, and hence good patronage levels.

The will to increase the already high levels of cycling in Cambridge is also considered by the City Council as a crucial element of the new LTP. Of particular importance are the implementation of high quality cycle links between Cambridge and its necklace villages, additional cycling facilities on key routes within the City, and the planning and development of cycle routes within new urban developments.

There is a delicate balance to be struck between the needs of the different transport modes. Improvements to the public transport infrastructure, in the form of bus priority measures, must be sensitive to the needs of cyclists and pedestrians. The City Council considers that the LTP's approach can ensure that this balance will be achieved, enabling Cambridge to maintain and enhance its national reputation as a 'cycling city'.

The new LTP does recognise the importance of the environment, both in terms of noise and air pollution, and in protecting and enhancing the built and natural environments. This can also have a positive impact on modal shift, as both walking and cycling become more attractive in pleasant surroundings.

The shared strategy we have developed with the County and the surrounding Districts on transport issues goes beyond the endorsement of the new Local Transport Plan itself. The draft Cambridge Local Plan integrates the LTP's strategic elements, with our own transport policies seeking to ensure that:

- the planning process protects land along key cycle and public transport corridors and interchanges, and within major urban expansions
- the provision of private off-street car parking is kept to a minimum, whilst generous cycle parking standards are applied, as the application of stricter car parking standards is perceived as a significant means to reduce car use, and
- Travel Plans are secured and properly monitored through section 106 agreements.

We will also continue to develop and review the Corridor Area Transport Plans for collecting S106 contributions, in partnership with the County and South Cambridgeshire Councils. These plans provide significant transport funding to complement LTP support for major schemes, and increase the scope for additional local schemes. Given the substantial level of funding sought by the new LTP, it is important to maintain clear mechanisms to coordinate LTP and Area Transport Plan spending.

Our contribution to the LTP Annual Progress Review also represents an opportunity to exchange and update our views on strategic transport issues. The ambitious programme set out in the new Local Transport Plan will require significant ongoing involvement by the City Council in order to:

- ensure that the implementation of transport schemes keeps pace with urban expansions; in a two-tier system, the planning and transport authorities need to be well co-ordinated, to ensure that transport infrastructure is in place on time
- assist the County Council in resolving the issues around the Rapid Transit system to ensure that it makes the desired contribution to more sustainable transport in the Sub-region, and
- establish new transport schemes within the strategy framework where these can help to achieve the LTP objectives. In particular, the City Council believes that it is now the right time for a feasibility study of fiscal demand management, such as road-user charging, this being one of the assumptions of the CHUMMS study.

## South Cambridgeshire District Council Supporting 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. A new village of 3,300 homes is being developed at Cambourne. The District also encompasses parts of the urban fringe of Cambridge, notably to the north and at Cherry Hinton. Cambridge is the natural focus for the District, 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.

Through the District run a number of strategic routes, 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/King's Lynn railway. The Multi-Modal Studies for the A14 and for the London-South Midlands therefore are extremely important.

### Policy Background

The second Local Plan for South Cambridgeshire covering the period to 2006 is nearing completion. This Plan is consistent with the approved Cambridgeshire Structure Plan 1995.

The review of the Structure Plan is also close to adoption, covering the period to 2016. Consistent with Regional Planning Guidance for East Anglia, the new Structure Plan proposes an increase in the rate of development in the Cambridge Sub-Region with a house-building rate of 2,800 homes each year.

Whereas under the previous development Plan, a considerable amount of development was committed in the larger villages, future development is to be focused predominantly on Cambridge. For South Cambridgeshire this represents a considerable challenge with a fundamental review of the Cambridge Green Belt to accommodate urban extensions and a new settlement of 6,000 dwellings to the north of the city near Oakington/Longstanton. At the same time there are issues of accessibility for the considerable rural population in the District's villages.

In order to keep pace with this step change in strategy, work is already underway on the new Local Development Framework, to be published in summer 2004. This will allow co-ordination with Cambridge City Council who are due to publish their Second Deposit Local Plan around the same time.

### Land-use Policies

The majority of development is to be located in sustainable locations close to existing employment and services, or where there is an opportunity to improve local services. A crucial element is therefore the development of high quality public transport, particularly along the corridors between Cambridge and the market towns, which is essential to encourage modal shift.

### Transport Policies

The District Council believes that 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 remains cautious about the potential introduction of Workplace Parking Charging, being concerned that the economic and commercial viability of the area would be jeopardised and that it might encourage dispersal.

The Council's current transport policies are set out in its Local Plan No.2, include the following.

- Reducing the need to travel, particularly by private car.
- Promoting the use of more sustainable modes of transport such as public transport, walking and cycling by making such modes more accessible, safer and more attractive to use.
- Promoting sustainable travel by ensuring new development takes place in highly accessible locations.
- Limiting the amount of car parking provided in new developments, where appropriate, to reduce over-reliance on the car.
- Improving safety and mobility for all users, including those with disabilities.
- Safeguarding land for highways and other transport proposals, such as Rapid Transit.
- Making adequate provision for all transport modes in new developments.
- Assisting in reversing the decline in public transport.
- Conserving energy and reduce air pollution by limiting growth in road traffic and reducing the environmental impact of travel.
- Achieving appropriate traffic management to improve the environment and road safety.
- Supporting improvements for passengers and air-freight at Cambridge airport.
- Recognising that it is important to create and improve transport interchanges to encourage modal shift.
- Supporting Park and Ride and working in conjunction with the County and City Councils in order to reduce car congestion in the City.
- Seeking improvements in community transport provision.

The Council's car parking standards are set out in the Local Plan No 2 and are consistent with current government guidance. They are maximum requirements 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 has also introduced cycle parking standards in the Local Plan Review 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 is scope to increase the proportion of journeys undertaken by more sustainable forms of transport. The Council will seek to secure Travel Plans through Section 106 agreements as a means of securing modal shift.

## Implementing The Plan

An independent study, carried out in 2001, estimated an additional £2 billion at least needs to be invested in support infrastructure by 2016. In order to do this the Infrastructure Partnership has been formed, which brings together the local authorities and key stakeholders with the shared aim of implementing the development strategy.

The partnership will:

- achieve maximum efficiencies in infrastructure investment and project delivery
- speed up the planning process and co-ordinate plan making
- prepare an infrastructure funding package including arrangements for delivering Section 106 and PFI funding
- ensure new development is supported by transport infrastructure including high quality public transport
- ensure new communities are designed and developed sustainably, in consultation with the public, and to a high quality, and
- increase affordable and key worker housing completions.

The District Council is active in this Partnership and recognises the important role it has in ensuring adequate transport infrastructure to underpin the development strategy.

## 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 close working links at officer level covering, through Working Groups, all transport modes. The District Council, Cambridge City Council and the County Council have developed a culture of joint working on land-use and transport planning matters, which is significantly more advanced than is common practice.

Similarly there is advanced joint Member working in the Cambridge and South Cambridgeshire Strategic Forum and the South Cambridgeshire Environment and Transport Area Joint Committee. 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 responsible for implementing the 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 on all transport modes, including on Rapid Transit
- infrastructure Partnership
- environment and Transport Area Joint Committee
- rail and Bus Strategy Groups

- rural Transport Partnership
- east-west rail
- local Strategic Partnership
- safer Routes to School
- concessionary Fares (including a trial of taxi-cards)
- new settlement Transport Topic Group
- new development working groups for the Cambridge urban extensions
- cambridge Ring of Cycleways, and
- cycling promotion group.

There is a well established joint budget for improving cycleways, the District Council's budget for 2003/2004 is £107,000 which is matched by the County Council. The programme is determined by the Area Joint Committee. The Joint Committee also determines the road safety improvements being financed from a budget of £180,000 in 2003/4 from the District's General Fund Balance. The Council is a funding partner in the Rural Transport Development Partnership which is being managed by Cambridgeshire ACRE and which particularly seeks to promote community transport initiatives. The Council is a member of the East-West Rail Consortium which aims to establish a strategic railway connecting East Anglia with central southern and western England. The Council also supports the Thameslink 2000 project which will improve train journey times.

## Conclusion

The District Council is an active partner in the preparation of the LTP and is fully supportive of the approach being adopted. The transport strategy underpins the development strategy for the area, and not only helps to integrate land-use and transport planning, but also integrate the settlements within the Cambridge Sub-Region. Cambridge and the market towns rely on each other, making it important that they become more interactive, and travel between them is improved and made more sustainable. The "Corridor Approach" with Park and Ride at the market towns and supporting rural interchanges will facilitate this. Developing high quality public transport along these corridors will provide people with a real choice of mode when travelling between these centres and thus achieve more sustainable travel. This will be also be achieved between Cambridge and Huntingdon with the development of Rapid Transit, which this Council fully supports.

The aims and objectives contained within the LTP will guide the formulation of the new Local Development Framework. This will continue the integrated approach to land-use and transport planning at the local level.

## Fenland District Council Supporting Statement

**A**chieving 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.

In the last year the following achievements are to be welcomed.

- Approval of a Market Town Strategy for March.
- Implementation of key proposals from the March Strategy, e.g.
  - Safer Route to School pedestrian/cycle route from Neale-Wade Community College to the town centre.
  - Provision of safe junctions with High Street/Burrowmoor Road roundabout and St Peter's Road/High Street traffic lights.
  - Feasibility study for northern industrial link road.
  - Feasibility study for Broad Street pedestrian/cycling/bus stop enhancements.
  - Feasibility study for Wisbech Road enhancements.
  - Implementation of temporary car park north of the town centre.
- Preparation of Market Town Strategy for Wisbech
  - Consultation on draft Strategy.
- Contribution to the A47 Norwich to Peterborough Multi-Modal Study and Route Management Study:
  - Request for dualling through Fenland from Peterborough to Kings Lynn.
  - Provision of passenger rail services from March to Wisbech.
- Implementation of traffic calming/safety scheme at Coates/Eastrea on the A605.
- Approval to provide traffic calming/inter active speed signs at Doddington,

Support for traffic calming scheme, including Safer Route to School measures at New Road, Chatteris.

- Support for environmental enhancement scheme in East Park Street, Chatteris, including bus stop access kerbs, and new road crossing point.
- Following successful bid, extended Fenland Association of Community Transport (FACT) dial-a-ride service from one day per week to six days per week covering the majority of the District.
- Continued successful operation of concessionary bus fares scheme commenced in April 2001.

The success of many of the above projects is as a result of partnership working between the District and County Council. This 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 its Local Plan Review.

- Commissioning 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.
- Development of countryside access routes as part of a wider Countryside Access Strategy.
- Development of additional cycle routes, linking into the Sustrans network as part of the Fens Tourism Initiative.

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. However, in the short to medium term the following key issues need addressing.

- A605 highway improvements – new Kings Dyke railway crossing to relieve congestion.
- A605/A141 Goosetree junction roundabout to incorporate Hobbs Lot Bridge junctions.
- Improved maintenance of rural Fen roads.
- Improved access to rural areas, i.e. links between villages and market towns, and between market towns, e.g. Chatteris and Wisbech, and between the two cities and market towns, e.g. Peterborough and March (particularly during the evenings).