

# 1 Introduction

## Local Transport Plan 2001–2006

Cambridgeshire's Local Transport Plan 2001–2006 was produced in July 2000, with the following aims:

- To make travel safer by reducing road accidents and improving personal safety for all people using transport;
- To develop integrated and sustainable transport that seeks to reduce the impact of traffic in urban and rural areas whilst supporting the economy of the county and contributing to improvements in people's health;
- To manage and operate effective transport networks to enable the energy efficient transport of goods and people and to ensure provision for people with special mobility needs.



Local implementation of national 'Think' safety campaign

Throughout this document, sections that refer to schemes and programmes that relate primarily to the LTP1 objectives are colour coded as follows:

Making Travel Safer

Develop integrated and sustainable transport

Manage and operate effective transport networks

In 2000 Cambridgeshire required major transport investment. In the period leading up to the publication of the first Local Transport Plan (LTP1) and during the five years of its implementation, our county has experienced high levels of growth. The buoyant economy of the Cambridge sub-region continues to be fuelled by the growth of new technology enterprises and research establishments that draw on the educational and intellectual base of Cambridge itself. This success, however, has led to increased pressures for housing and infrastructure and an increased strain on the transport networks. Sustainable transport is crucial to ensuring sustainable growth.

When the LTP1 was published, we divided Cambridgeshire into Cambridge and the surrounding area, the market towns, the rural areas and strategic routes. This allowed us to focus our transport strategies on the needs of the varying localities.



An unusual use of rising bollard technology, Silver Street, Cambridge

The key points of the strategy in Cambridge and the sub-region included:

- strengthening radial public transport links to the sub-region and improving walking & cycling routes;
- developing Park & Ride;
- limiting city centre car parking & develop car parking pricing policies that encourage alternatives to car travel.

The key points of the strategy in the Market Towns included:

- improving access and walking & cycling provision and priority;
- managing car parking in town centres;
- enhancement of main public transport links and facilities.

The key points of the strategy in the Rural Areas included:

- implementing traffic management and safety schemes to reduce traffic speed and accidents on the rural road network;
- improving public transport and cycle links to main towns and cities;
- maintaining rural rights of way networks.

The key points of the strategy on the Strategic Routes included:

- multi-modal assessment of key routes studying all possible methods of transport;
- providing a high quality inter-urban public transport network;
- providing bypasses in the interests of safety and amenity.

## Local Transport Plan 2004–2011

Following the publication of the revised Structure Plan, a series of successful multi-modal studies, and the recognition that around 60,000 new houses would need to be built in Cambridgeshire by 2016; significant revisions were needed to LTP1. Our interim LTP 2004–2011 was published to reflect the challenges facing the county and charted the way forward to provide a high quality transport system for all of Cambridgeshire’s residents. A second aim of this document was to update and enhance the aims and objectives of the first LTP – to maintain and improve quality of life and quality of the environment.

## Delivery of Local Transport Plan 2001–2006

Our Annual Progress Reports, five of which have been published in the period of LTP1, are testament to our delivery of schemes, programmes of transport improvements, achieving transport targets and the positive impacts we have achieved through careful spending of the funding allocated to us for transport.

In addition to the funds for maintenance and the integrated transport block, we



*School Crossing Patrol and school bus*

have also secured funding from other sources, namely through developer and district contributions. Our commitment to partnership working has also contributed to a comprehensive delivery of transport policies.



*Opening of the Over – Swavesey cycleway*

## The Delivery Report

This Delivery Report sums up progress over the entire plan period. Chapter 2 sets out the overall impact of the first LTP and Chapter 3 sets out how the LTP has contributed to two of our wider corporate objectives – Community Safety and the Growth Agenda. Chapter 4 details our excellent progress towards Government core indicators, and Chapter 5 discusses our road and bridge maintenance. Chapter 6 provides detailed discussion of how our programmes have led to us meeting government benchmarks for excellent delivery of transport in the first Local Transport Plan period.