

10 Structure Plan Policy Linkages

Chapter 2 details the importance of the Structure Plan to the LTP. This appendix shows how the LTP will deliver on each of the specific large scale Structure Plan Policies, detailing the location of the corresponding text within the LTP. For details of smaller schemes, please see the following: Chapter 10 and

Chapter 6, as well as future APRs. Because the areas covered by the LTP and the Structure Plan are different, occasionally Policies detailed within the Structure Plan are without corresponding plans within the LTP, as they fall outside of the area covered by the LTP.

Table 10.1 How the structure plan links to the LTP

<i>Structure Plan Policies</i>	<i>LTP Chapters</i>
<p>P8/10 – Transport investment priorities</p> <p>Implementation of the following transport schemes will be sought over the Structure Plan period to meet strategic requirements and the needs of major developments:</p> <p>Rapid Transit:</p> <ul style="list-style-type: none"> a Rapid Transit network to serve key centres in the Cambridge Sub-Region, initially between Cambridge and Huntingdon utilising the former St Ives railway line and between Trumpington and Cambridge city centre. 	<p>Rapid Transit has been the subject of a major bid within the previous APR. A copy of the Bid can be found within Appendix 14 of the LTP. An updated description of the Cambridge to Huntingdon Rapid Transit project can be found in Chapter 7, along with a new bid for an Eastern Rapid Transit Project which is an extension of the Rapid Transit Route to serve major development on the eastern side of Cambridge.</p>
<p>Multi-Modal Studies:</p> <ul style="list-style-type: none"> schemes recommended in the preferred plan for the A14 Cambridge to Huntingdon (CHUMMS) corridor, including on and off line improvements to the A14 and other agreed measures 	<p>Multi-Modal studies have been discussed within the LTP in Chapter 2, along with their complementary policies.</p>
<ul style="list-style-type: none"> other schemes appropriate to the development strategy, arising from the multi-modal studies for the A47 Norwich to Peterborough corridor and the London and South Midlands corridor (LSMMS) 	<p>Multi-Modal studies, including those outwith the remit of the LTP, are discussed in Chapter 2, along with their complementary policies.</p>
<ul style="list-style-type: none"> improvements on the A428 corridor between Cambridge and St Neots (A1) 	<p>The A428 Corridor improvement package has been developed as one of a range of corridor improvements which are detailed fully in the Public Transport Strategy Section of Chapter 6. With specific reference to the A428 corridor, improvements are also discussed within the St Neots Market Town Strategy, which can be found in Appendix 8, and Appendix 6, which details the business case for development of the St Neots Corridor.</p>
<ul style="list-style-type: none"> all other schemes recommended .by the studies 	<p>Multi-Modal schemes and their reliance to the LTP is discussed within Chapter 2.</p>
<p>Buses:</p> <p>Development of a comprehensive and high quality network of bus services across the Structure Plan area comprising:</p> <ul style="list-style-type: none"> a network of high quality bus services from Market Towns and Rural Centres into Cambridge and Peterborough and local services for intermediate areas 	<p>The bus strategy is discussed in Chapter 6, which details all elements contained within the plan, Market Towns are discussed within Chapter 6, but are detailed more fully in Appendix 8. The St Neots to Cambridge Corridor is also discussed within Appendix 6.</p> <p><i>Note:</i> Rural centres as defined in the Structure Plan will be identified through the local plan review process.</p>
<ul style="list-style-type: none"> improved links between Market Towns and their rural hinterlands 	<p>This is directly discussed within the Public Transport Strategy section of Chapter 6, and each of the Market Town Strategies, which are each discussed in Appendix 8.</p>
<ul style="list-style-type: none"> provision of improved travel information across the Structure Plan area including real time information 	<p>This is directly addressed within Public Transport Strategy Section of Chapter 6, in Chapter 9, in the Public Transport Information Section, and in Appendix 7 bus information strategy.</p>

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Structure Plan Policies	LTP Chapters
<ul style="list-style-type: none"> bus priorities on key radial routes into Cambridge, Peterborough and the Market Towns 	Bus Priority measures are discussed within Chapter 6, within the Public Transport Strategy Section.
<ul style="list-style-type: none"> bus routes which cater for orbital movement around Cambridge. 	The LTP sets out the basis for public transport development which will assist orbital movement to some extent. For example the Hauxton Road to Addenbrooke's link road will provide an important orbital route, and through the development of bus priority measures, will also be an effective public transport route. In the longer term (post 2011), the growth of new developments on the edge of the City, will assist in the further development or consolidation of orbital services.
<ul style="list-style-type: none"> designation of Primary Public Transport Corridors in Peterborough. 	This is outwith the area covered by the LTP.
<p>Rail: The provision of enhanced local rail services and improved links to the wider rail network.</p>	While in support of the development and enhancement of the current rail facilities within Cambridgeshire, the ultimate responsibility for their development lies with the SRA (Strategic Rail Authority), The LTP has an important lobbying role, however its influence remains somewhat limited. The rail strategy is discussed briefly within the Public Transport Strategy in Chapter 6, and more fully within Appendix 3.
<p>Strategic schemes:</p> <ul style="list-style-type: none"> West Anglia Route Modernisation and enhancements 	As Above
<ul style="list-style-type: none"> Completion of Thameslink 2000 	As Above
<ul style="list-style-type: none"> East Coast Mainline upgrade, including: <ul style="list-style-type: none"> Peterborough Station improvements improving access to the Lincoln lines providing extra tracks south of Peterborough 	Outwith the strategy area of the LTP.
<p>Improvements to the Felixstow – Nuneaton rail route, including:</p> <ul style="list-style-type: none"> upgrading to increase freight capacity extending the line between Ely junction and Soham Possible electrification and station enhancement between Ely and Peterborough 	While in support of the development and enhancement of the current rail facilities within Cambridgeshire, the ultimate responsibility for their development lies with the SRA (Strategic Rail Authority), and while the LTP has an important lobbying role, its influence remains somewhat limited. The rail strategy is discussed briefly within the Public Transport Strategy in Chapter 6, and more fully within Appendix 3.
<ul style="list-style-type: none"> East West rail route through Cambridge. 	While in support of the development and enhancement of the current rail facilities within Cambridgeshire, the ultimate responsibility for their development lies with the SRA (Strategic Rail Authority), and while the LTP has an important lobbying role, its influence remains somewhat limited. The rail strategy is discussed briefly within the Public Transport Strategy in Chapter 6, and more fully within Appendix 3.
<p>Local Schemes</p> <ul style="list-style-type: none"> Major improvement to Cambridge station including additional platforms and passenger facilities 	As Above
<ul style="list-style-type: none"> Chesterton rail station and interchange including link to the rapid transit system, utilising the former St Ives railway line 	Chesterton has been developed as a Major Scheme within the LTP, and is discussed fully in Chapter 7, and Appendix 3.
<ul style="list-style-type: none"> New rail station at Hampton 	This is outwith the area covered by the LTP.
<ul style="list-style-type: none"> Upgrade of Whittlesey station 	The rail strategy is discussed briefly within the Public Transport Strategy Section in Chapter 6, and more fully within Appendix 3.
<ul style="list-style-type: none"> Addenbrooke's rail station 	This development is beyond the timetable of the plan.
<ul style="list-style-type: none"> Improved station facilities and access for the disabled. 	This scheme is detailed in Chapter 9, in the Parking and Other Demand Management Measures Section, and the Walking Strategy in Chapter 6.

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Structure Plan Policies	LTP Chapters
<p>Cycling and walking: Measures to increase the capacity, usage and safety of pedestrian and cycle routes:</p> <ul style="list-style-type: none"> • Extension of the Core Traffic Scheme and pedestrianisation with appropriate facilities for cyclists in Cambridge 	The Council will work with the Strategic Rail Authority and rail companies to provide improvements to rail services, as is detailed in Chapter 6, in the Rail Strategy, and in the Rail Strategy in Appendix 3.
<ul style="list-style-type: none"> • Completion of 'Sustrans' long distance cycle network 	The Council is working extensively with the Sustrans Network, as is discussed in Chapter 6, in the Cycling Strategy Section.
<ul style="list-style-type: none"> • Completion of cycle networks within, around and to Cambridge, Peterborough, Market Towns and Rural Centres 	The cycling strategies are discussed in Chapter 6, in the Cycling Strategy, but are more fully examined through Appendix 4, and the Market Town Strategies are specifically looked at in Appendix 8.
<ul style="list-style-type: none"> • Cycle and footpath links between villages. 	This is detailed within the Cycling and Walking Strategies of Chapter 6, and the Public Rights of Way Section in Chapter 8 and in more depth in Appendix 4.
<p>Park and Ride and Interchanges Improvements that will increase the efficient operation of the whole transport system:</p> <ul style="list-style-type: none"> • Park&Ride sites for Cambridge, Peterborough, Market Towns and other locations 	Park & Ride Interchanges are part of the Public Transport Strategy, as is discussed within Chapter 6.
<ul style="list-style-type: none"> • rural transport interchanges close to or between Cambridge, Peterborough and the Market Towns 	As Above
<ul style="list-style-type: none"> • new and improved high quality interchange facilities in Cambridge City Centre, Peterborough, Market Towns and other locations 	As Above
<ul style="list-style-type: none"> • new high quality bus/rail interchanges at Cambridge and Peterborough rail stations 	Improving the bus-rail interchanges is a central element within the programme, and this is detailed within the Public Transport Strategy in Chapter 6.
<ul style="list-style-type: none"> • interchanges on the Cambridge to Huntingdon Rapid Transit System 	This is detailed in Rapid Transit Section in Chapter 7.
<p>Local roads Localised and strategic improvements to reduce environmental impact, improve safety and efficiency and maintain economic prosperity:</p> <ul style="list-style-type: none"> • A605 Peterborough to Whittlesey Schemes including Stanground Bypass and Kings Dyke bridge (to replace level crossing), Whittlesey 	The Kings Dyke level crossing has been addressed specifically within the LTP as a major scheme, and is detailed in Chapter 7. The Stanground Bypass is outwith the area covered by the LTP, but the Kings Dyke proposals have been coordinated with the work schedule, as is detailed in Chapter 8 in the Joint Working with Neighbouring Authorities Section.
<ul style="list-style-type: none"> • A1073 Spalding to Eye improvement (jointly between Peterborough and Lincolnshire County Council) 	This is outside of the area covered by the LTP.
<ul style="list-style-type: none"> • A142 Ely Southern link road 	This scheme has been addressed specifically within the LTP as a major scheme, and is detailed in Chapter 7.
<ul style="list-style-type: none"> • A142 Fordham By pass 	This scheme has been addressed specifically within the LTP as a major scheme, and is detailed in Chapter 7.
<ul style="list-style-type: none"> • A1198 Papworth Everard Bypass 	This scheme has been addressed specifically within the LTP as a major scheme, and is detailed in Chapter 7.
<ul style="list-style-type: none"> • other schemes with scheme, and is detailed benefits 	
<ul style="list-style-type: none"> • A10 route improvements including replacement of Foxton level crossing by a bridge 	This scheme has been addressed specifically within the LTP as a major scheme, and is detailed in Chapter 7.
<ul style="list-style-type: none"> • Peterborough parkway junction improvements 	This scheme is outwith the area covered by the LTP.
<ul style="list-style-type: none"> • access road from Hauxton Road to Clay Farm and Addenbrooke's (M11 to Addenbrooke's link road) 	This scheme has been addressed specifically within the LTP as a major scheme, and is detailed in Chapter 7.

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Structure Plan Policies	LTP Chapters
Trunk Roads <ul style="list-style-type: none"> • A14 west of A1 junction improvements 	Trunk roads are the responsibility of the Highways Agency .
<ul style="list-style-type: none"> • A428 corridor between Cambridge and St. Neots (A1) – Caxton Common to Hardwick 	As above
<ul style="list-style-type: none"> • A47 Thorney By pass 	As above
<ul style="list-style-type: none"> • Short term Trunk Road schemes yet to be identified as part of Route Management Programmes 	As above
During the Structure Plan period attention will be given to localised safety, environmental and congestion issues on the remainder of the highway network. Where individual transport schemes contribute towards the objectives of this Plan and targets established through Local Transport Plans, they will be supported subject to the outcome of scheme appraisals and availability of funding.	
Policy P9/10 – Cambridge Sub-Region Transport Strategy The Transport Strategy for the Cambridge Sub-Region is based on: <ul style="list-style-type: none"> • The provision of a network of high quality public transport services along key transport corridors connecting Cambridge with the Market Towns, other centres and major development sites; the first phase will be a Rapid Transit System between Cambridge, St. Ives and Huntingdon and between the city centre and Trumpington 	The broad Public Transport Strategy is detailed in Chapter 6, but the rapid transit scheme is focussed on specifically in Chapter 7, with the initial bid being contained within Appendix 14.
<ul style="list-style-type: none"> • Other improvements to public transport services along key routes into the City, Market Towns and Rural Centres 	This is detailed within the broad Public Transport Strategy section within Chapter 6, and in the Market Town Strategies which can be found in Appendix 8.
<ul style="list-style-type: none"> • Recognition of the need to accommodate some orbital movement around Cambridge avoiding the city centre and connecting major development sites, employment locations and park and ride sites; priority will be given to public transport along such routes. 	The LTP sets out the basis for public transport development which will assist orbital movement to some extent. For example the Hauxton Road to Addenbrooke's link road will provide an important orbital route, and through the development of bus priority measures, will also be an effective public transport route. In the longer term (post 2011), the growth of the new developments on the edge of the city, will assist in the further development or consolidation of orbital services.
<ul style="list-style-type: none"> • Demand management measures in Cambridge City to discourage car use, reduce congestion and give priority to the efficient running of the rapid transit system and other public transport services 	The demand management schemes are detailed within Chapter 6, in the Parking and other Demand Management Measures Section.
<ul style="list-style-type: none"> • The development of more widespread facilities to encourage walking and cycling 	This is included within the broad walking and cycling strategies which are detailed in Chapter 6, within the Walking and Cycling Strategy sections, and Appendix 4.
<ul style="list-style-type: none"> • Localised highway improvement schemes required to provide access to development 	This is largely developer funding.
<ul style="list-style-type: none"> • Infrastructure improvements to achieve safer travel and improved mobility for the disabled 	This is discussed within the Accessibility and Social Inclusion Section of Chapter 8, and also in the Safety Strategy Section in Chapter 6.
Within this strategy the transport infrastructure requirements at key development sites will be as follows: Cambridge: To support the development of the Cambridge Northern Fringe: <ul style="list-style-type: none"> • Chesterton rail station including link to the rapid transit system, utilising the former St Ives railway line 	This scheme has been addressed specifically within the LTP as a major scheme, and is detailed in Chapter 7, in the Chesterton Rail Section and Appendix 3. A copy of the Rapid Transit Bid can be found within Appendix 14 of the LTP. An updated description of the Cambridge to Huntingdon Rapid Transit project can be found in Chapter 7, along with a new bid for an Eastern Rapid Transit Project which is an extension of Rapid Transit.

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<ul style="list-style-type: none"> Significantly improved road, cycle and pedestrian access. 	Cycling and walking improvements within Cambridge itself are detailed within Chapter 6, in the Cycling and Walking Strategies and Appendix 4, and also in the Public Rights of Way Section in Chapter 8.
<p>Green Belt: To support locations subject to Green Belt review:</p> <ul style="list-style-type: none"> Local high quality improvements to walking, cycling and bus facilities will be required at all the locations listed in Policy P9/3c. 	Cycling and walking improvements are detailed within Chapter 6, in the Cycling and Walking Strategies and Appendix 4.
<p>In addition to these transport requirements the following locations will also require:</p> <p>North of Cherry Hinton:</p> <ul style="list-style-type: none"> New access road/distributor. 	This is discussed within Chapter 7, in the Cherry Hinton Section.
<p>Cambridge Airport:</p> <ul style="list-style-type: none"> Rapid Transit link to city centre as a second phase of the network described in the strategy above 	Eastern Rapid Transit is discussed within the Rapid Transit Bid, Chapter 7.
<ul style="list-style-type: none"> New interchange on A14, replacing Fen Ditton interchange, linked to Airport Way 	This is the responsibility of the Highways Agency.
<p>South and West of Addenbrooke's Hospital and East and South East of Trumpington:</p> <ul style="list-style-type: none"> Completion of rapid transit link from Trumpington and Addenbrooke's Hospital to Cambridge 	Rapid Transit has been the subject of a major bid within the previous LTP. A copy of the Bid can be found within Appendix 14. An updated description of the Cambridge to Huntingdon Rapid Transit project can be found in Chapter 7, along with a new bid for an Eastern Rapid Transit Project (Chapter 7).
<ul style="list-style-type: none"> New station on main line at Addenbrooke's 	This development is beyond the timetable of the plan.
<p>New Settlement at Longstanton/Oakington</p> <ul style="list-style-type: none"> Completion of rapid transit link through the new settlement as part of Cambridge-St. Ives-Huntingdon system, with links to Trumpington and Addenbrooke's and appropriate provision of halts to serve the new settlement, and a park and ride facility 	Rapid Transit has been the subject of a major bid within the previous LTP. A copy of the Bid can be found within Appendix 14. An updated description of the Cambridge to Huntingdon Rapid Transit project can be found in Chapter 7, along with a new bid for an Eastern Rapid Transit Project (Chapter 7).
<ul style="list-style-type: none"> Other improvements to the bus network serving Longstanton/Oakington 	This is included within the general Public Transport Strategy Section, found in Chapter 6.
<ul style="list-style-type: none"> Improved road access 	This is largely developer funding.
<ul style="list-style-type: none"> Cycle route alongside Cambridge to St Ives railway line 	This is discussed within the Rapid Transit section of Chapter 7.
<ul style="list-style-type: none"> On and off-line improvements to the A14, local parallel road(s) and other agreed measures proposed by the CHUMMS study. 	This is the responsibility of the Highways Agency.
<p>Market Towns, Previously Established New Settlements and Rural Centres</p> <p>To support development in Huntingdon, St. Neots, St. Ives, Ely, Chatteris, Cambourne and designated rural centres:</p> <ul style="list-style-type: none"> Improved bus services related to development locations 	Development within each of the Market Towns is supported through the general Public Transport Strategy, Chapter 6, and through the Market Town Strategies which are discussed in Appendix 8.
<ul style="list-style-type: none"> Rapid transit link from Huntingdon to Cambridge and improvements to A14 in accordance with CHUMMS proposals 	Discussion of this is included within the broad CHUMMS Section in Chapter 2. A copy of the Bid can be found within Appendix 14. An updated description of the Cambridge to Huntingdon Rapid Transit project can be found in Chapter 7, along with a new bid for an Eastern Rapid Transit Project (Chapter 7).
<ul style="list-style-type: none"> Improvements on A428 corridor between Cambridge and St. Neots (A1) including development of a high quality public transport link via Cambourne 	The A428 Corridor improvement package has been developed as one of a range of corridor improvements which are detailed fully in the Public Transport Strategy section of Chapter 6. With specific reference to the A 428 corridor, improvements are also discussed within the St Neots Market Town Strategy, in Appendix 8, and the St Neots Corridor Business case, in Appendix 6.

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<ul style="list-style-type: none"> Improvements on A10 corridor between Cambridge and Ely, including development of a high quality public transport link 	The A10 corridor improvement package has been developed as one of a range of corridor improvements which are detailed fully in Chapter 6, within the Public Transport Strategy section. With specific reference to the A 10 corridor, improvements are also discussed within the Ely Market Town Strategy, found in Appendix 8.
<ul style="list-style-type: none"> Local transport improvements including, where appropriate, rural interchanges, bus priority measures and other schemes to be brought forward through Market Town Strategies. 	Market Town Strategies have been carefully developed, and are discussed in Appendix 8, and also in Chapter 6.
<p>Policy P10/7 Peterborough and North Cambridgeshire Transport Strategy</p> <p>Within Peterborough and North Cambridgeshire improvements to transport infrastructure will be required to support the development strategy. The transport strategy for the area will:</p> <ul style="list-style-type: none"> provide more travel choice and improve quality, particularly relating to public transport by the implementation in particular of Primary Public Transport Corridors and park and ride schemes 	This is included within the broad Public Transport Strategy detailed in Chapter 6.
<ul style="list-style-type: none"> support infrastructure improvements to achieve safer travel, environmental benefits, less transport related crime, and improved community health, by maximising partnership working 	Safety is a key concern within the LTP and is detailed within the Road Safety Strategy, Chapter 6, and within the Integrating Transport with Health Section is discussed within Chapter 8.
<ul style="list-style-type: none"> enable an increase in the proportion of trips to be made by walking, cycling, bus and rail travel by providing improved facilities for these modes. 	Encouraging sustainable modes of transport is of key importance within the Strategy, and is detailed in the following chapters: Public Transport Strategy Chapter 6 Mobility Management Section Chapter 6 Walking and Cycling Strategy Chapter 6 Demand Management Strategy Chapter 6
<ul style="list-style-type: none"> provide for the improvement of public transport links between Peterborough and settlements in the hinterland, in particular Whittlesey and Ramsey and along transport corridors to Cambridge and into Norfolk Lincolnshire and Northamptonshire to minimise travel to work by car 	The importance of cross boundary linkages is recognised within the programme and is detailed in Chapter 8, in the Joint Working with Neighbouring Authorities section.
<ul style="list-style-type: none"> within the market towns and rural areas improvements to transport infrastructure including walking, cycling and public transport facilities as well as localised highway schemes. 	The general strategy is covered in Chapter 6, within the Walking and Cycling Strategies but specific details of Walking and Cycling Strategies can be found in Appendix 4 and Appendix 8.
<p>Peterborough</p> <p>The transport strategy will encourage the development of a high quality transport system with increased emphasis on non-car modes of transport. It will:</p> <ul style="list-style-type: none"> support key infrastructure schemes which will enhance Peterborough's interchange capabilities including an enhanced central railway station with excellent linkages to the bus station 	Peterborough is outwith the area covered by the LTP, however joint working is a very important element within the LTP as is described in Chapter 8, in Joint Working with Neighbouring Authorities section.
<p>March and Wisbech Market Towns</p> <p>New employment in Market Towns and housing development in March and Wisbech will be supported by:</p> <ul style="list-style-type: none"> good local bus services from Market Towns and rural settlements into Peterborough and Cambridge and local services for intermediate areas 	Improved public transport along corridors is discussed within the general Public Transport Strategy in Chapter 6, and Market Town Strategies are specifically discussed within the LTP in Appendix 8.
<ul style="list-style-type: none"> Integration of Market Town transport strategies with town centre strategies being developed under Policy P3/1 	Market Town Strategies are discussed within Appendix 8.
<ul style="list-style-type: none"> community transport and improved accessibility to jobs and services <p>A Community Transport schemes are discussed in Chapter 6, within the Public Transport Strategy section.</p>	Any additional transport schemes will be designed to support the overall development strategy and encourage use of more sustainable travel modes.