

3 Contribution to wider aims and objectives

Introduction

Beyond transport, this chapter clearly demonstrates how our first Local Transport Plan has positively impacted upon the county council's wider policy aims and objectives, and emphasises the importance of transport policy in delivering other council priorities, as recorded in our Corporate Plan. Owing to the strong relationships we have forged, we have reaped the benefits of partnership working, both with services within our own organisation and with external parties and this has allowed us to effectively deliver on key themes.

Cambridgeshire, and specifically the Cambridge Sub-Region, is the economic hub of the East of England and we will play that role whilst ensuring that our spatial and transport strategies will ensure that growth does not compromise the quality of life and quality of environment.

Cambridgeshire Corporate Plan: prospects 2003-07

The following pages illustrate the role of the LTP in delivering the County Council's corporate priorities, vision and values, particularly:

- enabling economic growth, but not at the expense of the environment;
- providing for the growth which will take place in the county;
- ensuring that growth in the county is supported by sustainable transport;
- making Cambridgeshire a safe place to live, work and visit;
- building communities that are safe, healthy and socially inclusive.

To illustrate the wider benefits of the first LTP, we have selected the following two themes:

- Community Safety;
- the Growth Agenda.

Community Safety

Our first LTP acknowledged the problems of crime and the fear of crime on the transport network; particularly as potential barriers to encouraging walking and cycling and public transport use. In LTP1 we cited the following personal safety problem areas.

- The safety of children travelling to and from school (*See Chapter 6, School Travel*)'
- Public transport security.
- Car security.
- Cycle security.
- Pedestrian safety.

During the period of LTP1, we have had considerable success in allaying these often-perceived problems of crime and personal safety, and have delivered schemes and implemented actions to improve community safety across Cambridgeshire.

This section will focus on how the safety of our communities has benefited from LTP1, under the following headings:

- Safety Partnerships;
- Transport Safety & Security.

Road Safety is covered in Chapter 6.

Safety Partnerships

Community Safety Partnerships

The Crime and Disorder Act 1998 gave local authorities and police forces a statutory responsibility to form partnerships, (Crime & Disorder Reduction Partnerships) with other agencies, to reduce crime and disorder in their areas; including safety in the transport network. Throughout the period of LTP1 we have continued to work with colleagues at the District level to achieve full compliance with the Act and to help the local partnerships develop processes to manage performance, finance and mainstream services in community safety.

The Act led to the formation of five Community Safety Partnerships in Cambridgeshire, based on the district boundaries. The Police, district council, county council, the Probation Service, the Primary Care Trust, Fire Service, the Youth Offending Service and other private and voluntary agencies are involved in each partnership. The Partnerships assess the amount of crime and disorder in their particular area and use the results of such

"The Cambridge Community Safety Partnership exists to make sure that Cambridge is a safe place for everyone to live, work and play."
Cambridge Community Safety Partnership motto.

The County Council acts as a key partner within this partnership, which has two key aims:

- Focus the everyday work of the agencies involved to make the most difference in reducing crime and disorder in Cambridge;
- Identify opportunities for joint project work, combining expertise and resources for maximum reduction in crime and fear of crime.

assessments, to put into practice plans and strategies designed to reduce the most common types of crime and disorder. The local community is consulted on these strategies via public meetings and questionnaires.

Huntingdonshire Community Safety Partnership Strategy

"The partnership will support the provision of diversionary activities that bring young people together in a positive way."
Strategic objective, Strategy 2002-05

People who do not own a car or have access to a car can be excluded from mainstream services and social centres. It is particularly younger people, older people and other disadvantaged groups that may become at risk of social exclusion and in turn in isolation, become more vulnerable from a community safety perspective.

This objective references the County Council's policy and implementation framework for public transport, which takes the following factors into consideration:

- Services and facilities available within settlements;
- Levels of car ownership and those without access to a car; and
- Provision of non-conventional, taxi and community transport services.

This example of partnership working shows how transport-based initiatives can be integrated into wider community safety strategies and can improve quality of life and community safety.

The County Council works as a key partner in these Community Safety Partnerships to reduce crime and disorder and improve the personal safety of individuals. These partnerships were supported by the published personal safety objectives in LTP1:

- Reduce the opportunities for crimes to occur;
- Improve the collection of information;
- Promote public education on improving vehicle safety.

To exemplify, among the achievements of the Huntingdonshire Partnership are:

- reductions in vehicle crime;
- purchase of a mobile CCTV and automatic number plate recognition system unit to provide flexible CCTV coverage across the district to reduce crime and increase reassurance;
- the continued work of the abandoned vehicles team, ensuring that abandoned vehicles are removed within 2 days.

We have developed an understanding of the cost of crime, which has informed our spending decisions on crime reduction.

Community Strategies

We have continued to work closely with Local Strategic Partnerships, who are responsible for writing the Community Strategies, in order to address community safety issues and reflect priorities set out in the strategies. The following action is an example taken from South Cambridgeshire's strategy:

- Work with communities to increase road safety through safer driving and cycling and Safer Routes to School.

This demonstrates joined-up thinking and practice and the important role of the LTP in benefiting the wider community.

Cambridgeshire Safety Camera Partnership

The County Council chairs this Partnership, which plays an active role in promoting our commitment to the road safety value of safety cameras. Safety cameras have a direct safety benefit for the community by reducing speed and therefore accidents in the vicinity. The erection of a safety camera on the A142 at Chatteris, for example, has had a significant impact on reducing casualties. During the three year period following installation of the camera, the KSI figure reduced by 67%.

Reports generated from our database examine collision history within the boundaries set for each fixed and mobile camera site in the whole of the partnership area; including the trunk road network and Peterborough. The results show that for all of the sites, the total average annual collision totals before installation of a fixed camera or mobile enforcement was 405.7 and after installation it was 277.8. The figures for killed and seriously injured collisions using the same parameters are: before 96.3 and after 33.7. These figures clearly illustrate the value of safety cameras in improving road and community safety.³

National Driver Improvement Scheme (NDIS)

Offenders stopped by the Police for driving with undue care and attention are recommended to attend the National Driver Improvement Scheme course, rather than being fined for the offence. The County Council administers and facilitates these courses in Cambridgeshire. Nationally these schemes have an extremely low re-offending rate - in Cambridgeshire the rate is less than 1% - and monitoring of the scheme reveals that drivers think it a valuable, informative course.

Community Speed Watch Partnership

Cambridgeshire formed a Community Speed Watch Partnership in 2002 to provide support and advice to help residents reduce speeding in their local areas. The project relies on the involvement and enthusiasm of local people wanting to improve the quality of life and road safety in their community.

³ Further detail of the road safety benefits of safety cameras at sites across Cambridgeshire is included in the "2005 Road Safety Monitoring Report", <http://www.cambridgeshire.gov.uk/transport/monitoring/network/road+safety+monitoring.htm>

Speed Watch is a partnership between Cambridgeshire County Council, Cambridgeshire Police and participating Parish and Town Councils. The partnership aims to bring together the skills, resource and expertise of its partners and the local people who volunteer to form the Working Group that run the project in their village.

A full time Speed Watch Liaison Officer was appointed in September 2002 and has been responsible for the day-to-day management of the initiative.

The aims of Speed Watch are to:

- help local people address speeding problems in their area;
- increase public awareness of the dangers of speeding;
- provide help and advice to local communities to enable them to make their roads safer;
- promote the 'Kill your speed – Make the commitment' campaign;
- involve all sections of the community, including the parish or town council, local residents and businesses and the police.

The Partnership has benefited many local communities. In 2003 for example, the villages of Great Paxton, Swaffham Prior, Ashley, Pidley, Little Downham and Bury had interactive speed limit reminder signs installed which were initially funded from the Accident Remedial Budget. Further to the information gained from the speed surveys carried out in each village, Ashley, Great Paxton, Swaffham Prior, Pidley and Bury went on to successfully bid for Jointly Funded Minor Highway Improvements.



Interactive sign

Safer Routes to School

See Chapter 6 – School Travel Strategy Delivery, pages 72–76 for details.

PARSINCAP

The multi-agency group PARSINCAP (Partnership for Road Safety in Cambridgeshire and Peterborough) was formed in 2002 to bring together the skills, resource and expertise of the Highway Authorities, Emergency Services and the Health Service.

The purpose of the partnership is to support the prevention of road traffic related deaths and injuries. Achieving the Government's national casualty reduction targets are also at the heart of this partnership.

In terms of community safety, during 2005, PARSINCAP delivered young driver events in Huntingdon, St Neots and Alconbury. These events involved the Community Safety section, again highlighting the benefits of cross partnership working.

Transport Safety & Security

Many measures have been implemented across the county to improve the safety of pedestrians, cyclists, motorists and public transport users. Accident statistics are used to examine particular hotspots and LTP funding is used to undertake remedial work. Anti-skid surfacing, speed limits, safety cameras, junction improvements, new traffic-light controlled crossing facilities and interactive warning signs all help to improve the road safety aspect of community safety. The junction of the A10 and Denny End Road in Waterbeach, for example, was the fifth worst accident cluster site in Cambridgeshire with 16 accidents over five years. The scheme which was completed in November 2005 includes:

- new street lighting to give a better view of the junction for motorists at night;
- traffic signals to make it safer for people to turn in and out of Denny End Road;
- cycle and pedestrian measures to link in with a proposed path to form part of the national cycle network as well as a proposed cycle path to Landbeach Research Park.

Child car seats

In Aug 2003 Road Safety Officers held an 'in-car safety' checking day in Fenland which was well attended by the local community.

In Sept 2003, the Road Safety Team organised and hosted a training day for child car seat retailers, which was also very well attended.

Road Safety Officers have advised key front line staff within the Council's own Social Services Department about purchasing and fitting child car seats.

Car safety & security

The Quality Partnerships for the Park & Ride network have helped improve car security. All five P&R sites and other off street car parks in Cambridge have been fitted with CCTV cameras and reported crimes within these car parks have fallen. Reported crimes within these car parks have fallen from a high of 372 in 1996 to 17 in 2002/03.

As part of the Cambridgeshire Safety Camera Partnership, the police now have Automatic Number Plate Recognition (ANPR) vehicles. Video cameras, which are mounted in these vehicles, read the number plates of all passing traffic and instantly cross-check the information with data held on the Police National Computer. Vehicles

that are not registered or taxed, or that are stolen, are then pursued and stopped. This system is a very effective way to detect and prevent crime by denying criminals the use of our roads.

Transport Interchanges

The implementation of high quality interchanges in partnership with district councils and operators has had a positive impact on community safety, personal security and the fear of crime. As noted above, the Park & Ride sites have excellent waiting facilities, CCTV, and cycle stands and the Market Town Strategies, for example, have led to improvements to bus stops – shelters have been erected and lighting fitted (see text on Transport Interchanges on pages 45–46)

Cycle safety & security

Since bicycle security and cyclist safety has been highlighted as a barrier to the more widespread use of this mode of transport, throughout the LTP1 period, we have continued to promote cycle security and safety. The installation of CCTV at the Park & Ride sites has been an effective tool in assuring cyclists of the safety of their bicycles and the use of capital grants made payable to schools who have written Government approved school travel plans, has been most popularly put towards the purchasing and installing of secure cycle facilities at schools. Improved street lighting, and maintenance of pavements, cycle lanes, footpaths & vegetation and the designing-out of crime in new developments have all helped the safety of cyclists. In addition, the following types of measures have been implemented, for example in 2003–04 we delivered:

- 12 km of new cycle track;
- 8 km of on-road cycle lanes;
- advanced stop lines at 6 junctions; and
- 8 schools benefited from new, secure cycle parking facilities.

And in 2004–05:

- 51% more was spent on cycling, than was planned owing in part to a successful bid for a grant from Sustrans towards a section of the National Cycle Route;
- Furthermore, a continuing programme of putting secure cycle stands at key points across Cambridgeshire and events where people can get their bicycles coded has been put into operation.

Adult cycle training

In April 2005 the Council's Road Safety Team, in partnership with the City Council and the Primary Care Trust adopted Adult Cycle Training (ACT), formerly managed by the Travel for Work Partnership. Since April 2005, 29 clients have received training from one of six casually employed trainers. From a Community Safety viewpoint, this has encouraged safe cycle use by promoting self-confidence and road safety awareness.



A safe cyclist

Cycle safety campaign

Annual cycle safety campaigns have been running since the mid 1990s and during October 2005 the campaign targeted young adult cyclists via the student community. The aim was to raise awareness and provide safety tips for both drivers and cyclists, when facing each other on the streets of Cambridge. The Police supported by enforcing the use of bike lights in Cambridge City centre and Cambridge University Students Union assisted by allowing the campaign to be publicised at their 'Freshers Fair' where 4,000 new students were targeted.

Pedestrian safety

The safety of pedestrians has continued to be of vital importance throughout the LTP1 period and is one of the key areas in the recently adopted Statement of Action, underpinned by the Council's Rights of Way Improvement Plan.

The following are examples of community safety schemes that have benefited from the LTP process.

- A public footpath at Houghton and Wyton has been substantially improved to enable elderly residents to get to their local shops. Their previous route was along a very narrow footway run over by the Huntingdon bus on a regular basis and therefore not used. The new footpath provides a traffic free terraced surface with dropped kerbs and passing places to the shops, Houghton Mill and the meadows.
- A survey of key verges which link well used paths and quiet roads has been completed and safety audits have been completed on three important road verges that link to a number of well-used paths. One of these verges will probably go forward as a priority scheme for hardening this year and will be funded from the LTP.
- Farmers have reported a reduction in fly tipping and other anti social behaviour where new paths have been opened up and are well used – members of the public acting as informal policing.

We are continuing to promote pedestrian safety into LTP2 through a gating policy, which will outline how the County Council will apply its new powers for gating paths under the NERC Bill in the interest of crime reduction, and public safety.

School Crossing Patrol Service

Last Spring, a recruitment campaign was launched to attract new recruits to the Service and to highlight the national and local shortage of School Crossing Patrols (SCPs). SCPs are very much a part of community safety by ensuring the safe passage of Primary school pupils across busy roads. On average, 96% of all SCP sites across the county are fully staffed throughout the year. Performance indicators for staff turnover show that Cambridgeshire's 4% vacancy rate remains one of the lowest in the country, compared to the 27% national average.

Environmental Traffic Calming

Most safety schemes are targeted at areas with severe accident records. However, there are other areas where traffic calming is introduced on environmental or traffic management grounds, rather than targeting accident reduction. These schemes provide enormous benefits for community safety, largely by reducing vehicle speeds and promoting the presence of pedestrians and cyclists. The widening of footways and provision of raised crossing areas in St Andrew's Street and Hobson Street in Cambridge, for example, have established a greater pedestrian dominance. In September 2001, streetscape improvements were completed to better the environment on Bridge Street in Cambridge, again enhancing the ease and safety of pedestrian and cyclist movement.

Conclusions – the Local Transport Plan and Community Safety

Throughout the period of LTP1, the significant investment we have made has allowed us to improve the safety of communities across Cambridgeshire bringing wider benefits. Our continuing commitment to partnership working, and particularly to the Community Safety partnerships and projects such as Community Speed Watch, have ensured community safety remains at the heart of the LTP process. Our commitment to remove the real and perceived barriers to greater use of sustainable modes can be seen, and will continue through the LTP2 period.

The Growth Agenda

In 2003 Cambridgeshire adopted a replacement Local Transport Plan covering the period 2004-2011. The aim of this interim LTP was to maintain and improve quality of life and quality of the environment. The most pressing factor that led to the decision to replace our original LTP 2001-2006 was the emergence of a new development strategy through the Cambridgeshire and Peterborough Structure Plan 2003.

The scale of the challenge to Cambridgeshire as a Transport Authority that arose from the new development strategy was very significant; a study commissioned by the County Council and other stakeholders, and accepted by Government, estimated that over £1 billion of expenditure was required for transport infrastructure to meet existing and new demand.

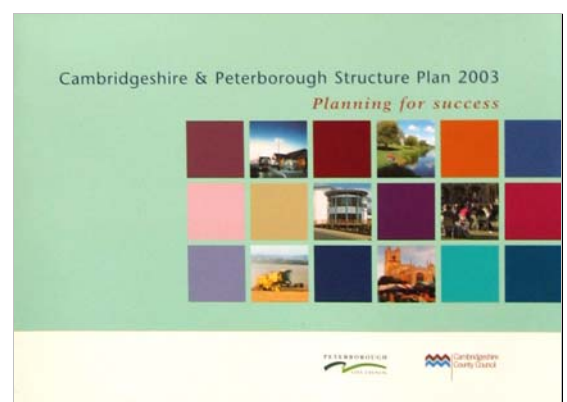
However, it would be inaccurate to say that prior to the adoption of the interim LTP in 2003 we were not seeking to address the transport demands of the Growth Agenda through our transport programme. The following sections set out how we have sought to provide the transport infrastructure, services and policies that will be needed in the longer term to deal with the growth, focussing on the following areas.

- Integration of Planning and Transport.
- Funding.
- Programme and delivery.
- Planning for the longer term.

Integration of Planning and Transport

Cambridge and the surrounding sub region are at the centre of a highly successful and growing cluster of high technology. Planning and transport policy had been largely successful for several decades in maintaining the character of Cambridge. However, by the late 1990s it was becoming apparent that these policies had led to development of these new industries and the associated new housing in the Cambridge area in locations that relied on road transport, such as Granta Park, the Babraham Institute, the Cambridge Business Park, the Genome Campus and at Bar Hill, locations several miles from the city in rural south Cambridgeshire.

These developments have been vital to the success of the Cambridge sub region, but at the same time it was apparent that continuation of the development policies that had dictated their locations would only lead to further growth in distances travelled in Cambridgeshire. This is unacceptable, as the average distance travelled to work by Cambridgeshire residents was already twice the national average. New planning policies were needed to provide



The Cambridgeshire and Peterborough Structure Plan 2003

the housing needed to maintain the success of the area. It was in this context that the development of the Cambridgeshire and Peterborough Structure Plan 2003 and the LTP 2004-2011 took place. The focus of the development plans was to achieve new development in areas where a realistic travel choice existed or could easily be provided. This led to policies focussing development on Cambridge and the Market Towns, and at a new town of Northstowe.

Funding

At the same time as much of the planning for new development was taking place, planning applications for new development were still coming forward, and this development had a travel demand that needed to be catered for on the transport network.

Area Transport Plans

At the beginning of the plan period, Cambridge City Council adopted the Southern Corridor Area Transport Plan. This was the first of four Area Transport Plans covering Cambridge and the surrounding area adopted as Supplementary Planning Guidance by the City Council, and in the case of the plans covering the north and west of the city, also by South Cambridgeshire District Council. The emphasis of the plans is to secure funding for necessary transport improvements to enable new development to proceed, by a mechanism that is fair, open and equitable. The plans assess the likely transport demand of development allocations in the Cambridge and South Cambridgeshire Local Plans, and the necessary improvements to cater for this demand. Developers pay a contribution that is calculated on the basis of cost per generated trip (all modes). The Report of the Panel following the Examination in Public of the Cambridgeshire and Peterborough Structure Plan noted in respect of the SCATP and ECATP:

“In our view these plans are a very good demonstration of the effectiveness of the Area Transport Plan approach which is being promoted under Policy P8/3. They may also provide a precedent for the collection of developer contributions to fund infrastructure across the Cambridge Sub-Region as a whole.”

Market Town Transport Strategies

Market Town Transport Strategies have been adopted in five of the nine Market Towns of Cambridgeshire, with a sixth, St Ives, due to be adopted in September 2006. These strategies have also formed the basis of negotiations for contributions from development towards the transport infrastructure and services that is required to meet the new travel demand.

New Government funding for growth

The Interim LTP identified transport infrastructure and services necessary to cater for the growth in the Structure Plan. The parallel development of the plans provided a solid analysis of the assessment of need. This in turn allowed us to bid for and achieve funding from new sources such as the Growth Area Delivery Grant, Community Infrastructure Fund and the Growth Areas Fund. These bids were primarily for funding of schemes that would contribute towards the early achievement of housing growth.

Programme and delivery

Development related delivery

Contributions from development enabled us to bring forward schemes that are needed to provide for the transport demand of the Growth Agenda. Examples of this include:

- *Grand Arcade development, Cambridge*
The Grand Arcade is providing an extra 30% retail space for Cambridge, and serving the Cambridge sub-region and its growing population. As such, it provides a sustainable alternative to previous proposals for edge-of-town and out-of-town retail developments around the city. Its position in the centre of Cambridge means that it can take advantage of existing and future public transport links, including the Park & Ride system and, because of this, there will be no additional car parking in the city centre. All stores in the Arcade will offer home delivery, and a distribution centre for the John Lewis store at the Arcade will be located next to the Trumpington Park & Ride site ensuring that goods can be collected without needing to drive into the city. Other benefits from the scheme include a 500-space, purpose built, secure cycle park and a contribution of over £4 million that has delivered and continues to deliver a range of transport initiatives, including:
 - the Park & Ride site at Trumpington and associated bus priority measures;
 - real-time variable message signs on radial routes into the city;
 - the Cambridge Core Traffic Scheme;
 - Pedestrian and environmental improvements to St Andrews Street;
 - 3-year funding for a bus station area management post.



Design for the Grand Arcade – Downing Street / St Andrews Street, Cambridge

- *East of the Railway, St Neots*

The development to the East of the Railway and north of Cambridge Road in St Neots includes 1,250 dwelling and associated community infrastructure, including a new primary school. The focus of the transport package was to provide the site with the greatest opportunity to act as an integral part of the town rather than as an outlying estate severed from the town by the railway and by poor links for non-car transport modes. In this context, the following improvements were negotiated:

- £0.5 million for local bus service improvements;
- £2 million towards measures in the St Neots Market Town Transport Strategy;
- £0.66 million for pedestrian / cycle crossing of the East Coast Mainline to link development with town.

Additional contributions cater for the longer distance traveller, particularly:

- £1.1 million towards bus service improvements on the A428 corridor between St Neots and Cambridge;
- £2.05 million for improvements to St Neots Station;

The A428 bus service improvements will be of benefit to residents of St Neots and to other travellers on the network, and are needed as part of the transport package for the entire Cambridge sub-region. They compliment the A428 corridor improvements in the LTP 2006-2011 and the Highways Agencies A428 Caxton – Hardwick improvement.

- *Eastern Gate, Newmarket Road Cambridge*

The development for residential and office space on Newmarket Road in Cambridge is contributing £247,500 towards the Eastern Corridor Area Transport Plan, and is also providing a four metre wide strip along the 230 metre length of the site frontage, to provide a bus lane that is necessary to cater for the transport needs of the Cambridge East development in the period to 2016.

- *Arbury Camp, Impington*

The Arbury Camp development is the first of the large fringe development areas in Cambridge to come forward. It consists of 900 dwellings, a primary school and community facilities, and 18,000m² of office space. The developer has contributed £2 million towards the Cambridgeshire Guided Busway, a further £4.9 million towards integrated transport improvements in the Northern Corridor area, together with access works on Kings Hedges Road, Cambridge Road and the Histon Interchange on the A14. Land for the Cambridgeshire Guided Busway has also been secured along the Kings Hedges Road site frontage. The Northern Corridor contributions will in part pay for bus service improvements linking the site to the city centre and other areas of the northern fringe. These should be in place at the time of occupation of the first dwelling on the site.



The Arbury Camp site

- *Brooklands Avenue, Cambridge*

The redevelopment of the Government Office site on Brooklands Avenue, Cambridge provided replacement offices on a smaller site footprint, and 382 new dwellings. One of the prerequisites of development of the site had been to maintain traffic flows from the site at levels no more than were seen prior to the redevelopment. Given the challenge that achieving a net increase of 382 dwellings on the site, a comprehensive transport package was needed. Parking for the offices was strictly limited, at levels around 40% of that seen for the old offices on the site, and of necessity, this level of reduction was accompanied by a strong travel plan and off site measures to improve accessibility. The transport package included:

- £959,584 contribution towards the Southern Corridor Area Transport Plan;
- £650,000 commuted parking payments;
- Improvements to pedestrian and cycle facilities in the vicinity of the site, including a link in the cycle route from the Southern Fringe development area to the city centre which travels through the site.

Part of the commuted parking payment was used to part fund the new 'Citi 8' bus service between Addenbrooke's hospital and the Madingley Road Park & Ride site via Brooklands Avenue and west Cambridge.

The examples above are merely some of the larger sites that have contributed. The Area Transport Plans and Market Town Transport Strategies have had contributions from large developments such as these and from much smaller sites, and the money gained has supplemented, and continues to supplement our capital programme.

Growth Area Delivery Grant and other Government funding

Over the period of the first LTP, and particularly from 2003 onwards, the planning we had undertaken identifying the transport needs of the Growth Agenda enabled us to submit bids for Government funding of schemes that would bring development forward early on an informed basis. We were successful in gaining funding from the Growth Areas Delivery Grant (GADG), Community infrastructure Fund (CIF), Growth Areas Fund (GAF) and Kickstart for schemes in the Cambridge sub-region, as detailed in **Figure 3.1**. We have delivered the GADG schemes and are on track to deliver the other schemes within the very challenging timescales we face.

Figure 3.1 Successful achievement of additional Government funding for Growth Agenda schemes

Scheme		Funding Pot	Cost (£000s)	Implementation date
Northstowe area	Oakington Station Bridge	GADG	3,608	2004/05/06
	Cycleways – Huntingdon Road, Girton to Oakington, Girton Corner			
	A14 / B1050 Bar Hill junction improvement			
Cambridge Southern Fringe area	Addenbrooke's Access Road design	GADG	1,980	2004/05/06
	Cycleways – Coe Fen, Hobson Brook, Trumpington Road, Brooklands Avenue, Sheeps Green cycle bridge			
Cambridge Northern Fringe area	Chesterton station investigation work	GADG	6,840	2004/05/06
	A14 / A10 junction improvements			
Cowley Road Park & Ride Relocation		GAF	3,000	2006/07/08
Addenbrooke's Access Road phase 1		GAF	6,000	2006/07/08
Cowley Road / Milton Road junction improvements		GAF	3,000	2006/07/08
Provision of new & improved pedestrian / cycle infrastructure in Northstowe area		GAF	800	2006/07/08
Riverside Pedestrian and Cycle Bridge, Cambridge		GAF	1,500	2006/07
Cambridge Station Area Access		CIF	600	2006/07/08
Citi 2 Bus Service Extension to Milton		Kickstart	279	2006-2009
Citi 4 Bus Service (Cambridge – Cambourne)		Kickstart	306	2006-2009
Citi 7 Bus Service Extension and 10 minute frequency		Kickstart	1,305	2006-2009
Services 9 / X9 (Cambridge – Littleport, Cambridge – Peterborough)		Kickstart	179	2006-2009
Services 11, 12, X11, X12 (Cambridge – Newmarket, Bury, Soham and Ely)		Kickstart	418	2006-2009
Transport Innovation Fund study		TIF	385	2006/07
Cambridgeshire Guided Busway		LTP major scheme	92,500	2007/08/09

Planning for the longer term

The process for the development of the second Local Transport Plan is different to the first, and is strongly geared towards tackling existing problems, focused on four shared priorities of tackling congestion, delivering accessibility, safer roads and better air quality. While our Local Transport Plan 2006-2011 has responded to these immediate challenges, the second LTP process does not tackle all of the issues faced by the areas of the south-east that are expected to experience sustained growth.

Our LTP 2006-2011 was therefore an evolution of the LTP 2004-2011, but only in part. Alongside the LTP, we took forward a formal 'Long Term Transport Strategy' (LTTS) to help shape the transport response to growth by providing a supporting framework within which the long-term transport needs of the County can be identified and supported.

The LTTS effectively sets out the transport needs of the county if the Growth Agenda is to be catered for. The LTP 2006-2011 sets out what we can achieve within the certainty of funding and resources that we have at the current time, and as such, its programme forms a subset of the overarching transport programme for Cambridgeshire. The work undertaken to develop the LTTS formed the basis of our successful bid for funding from the first round of Transport Innovation Fund (TIF). Funding from TIF is now taking forward the LTTS, and we are working with the Department for Transport, GO-East and local stakeholders to identify and own solutions to the challenge of catering for the Growth Area's transport demand.

Additionally, we are now reviewing the Area Transport Plans and considering formal planning obligation strategies for the districts in conjunction with the development of the replacement Cambridge Local Plan and new Local Development Frameworks for the Districts.

Conclusions – the Local Transport plan and the Growth Agenda

Transport policy has played a critical role in determining development policies in Cambridgeshire in the plan period. We have sought to:

- integrate land use and transport planning at a strategic level;
- integrate land use and transport planning in development control, in internal design, and in consideration of wider impact on issues such as air quality and noise and the quality of public realm;
- achieve funding for transport infrastructure and services necessitated by growth;
- deliver the transport infrastructure and services in a timely manner, to cater for developments travel demand from the earliest period.

The LTP 2001-2006, and the interim LTP 2004-2011 have successfully led and facilitated our achievement of these goals. Our second LTP and the Long Term Transport Strategy are building upon this strong base for the future.