

CHATTERIS MARKET TOWN TRANSPORT STRATEGY

To: **Cabinet**

Date: **15 June 2010**

From: **Acting Executive Director: Environment Services**

Electoral division(s): **Chatteris and Forty Foot**

Forward Plan ref: **N/A** *Key decision:* **No**

Purpose: **To present for approval, the new Chatteris Market Town Transport Strategy which will form part of the Local Transport Plan.**

Recommendation: **That Cabinet approve and adopt the Chatteris Market Town Transport Strategy (provided separately as Appendix A) as part of the Cambridgeshire Local Transport Plan 2006-11.**

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1. BACKGROUND

- 1.1. Market Town Transport Strategies are an integral part of the Cambridgeshire Local Transport Plan (LTP). To date, strategies have been produced for Ely, St Neots, March, St. Ives, Huntingdon and Godmanchester, Wisbech, and most recently Ramsey.
- 1.2. The draft Chatteris Market Town Transport Strategy can be found at the following link. Due to its size, only Cabinet Members and Group Leaders have been provided with a hard copy of the strategy.

http://www.cambridgeshire.gov.uk/transport/strategies/market_town/Chatteris+Market+Town+Transport+Strategy.htm

- 1.3. The strategy was endorsed by the Fenland Traffic Management Area Joint Committee (AJC) at its meeting of 30th April 2010, and also by the Growth and Environment Policy Development Group (PDG) on 19th June 2010. Final approval and adoption of the strategy by Cabinet is required to allow the schemes in the strategy to be considered for inclusion in the capital programme.

Funding and Delivery

- 1.4. All of the Market Town Transport Strategies contain programmes of transport schemes and measures. Core funding for the strategies has traditionally been from the Government's Integrated Transport block through the Local Transport Plan process.
- 1.5. However, the programmes in the strategies are not limited by the funding available from this source. They take a wider perspective in looking at the existing problems in the towns and the future challenges that they are facing, and seek to identify the interventions that are needed to deal with them. They can therefore be used as the basis of bids for funding from other sources or as the policy basis for Section 106 contributions from development.
- 1.6. The strategies do therefore have a degree of aspiration in them, and for this reason the programmes are stated in phases rather than having specific timescales attached to individual schemes. Although the strategies typically have a five year lifespan, some of the schemes within them will look to the longer term for delivery depending on the availability of alternative funding sources.

2. THE CHATTERIS MARKET TOWN TRANSPORT STRATEGY

- 2.1. The strategy identifies the key transport issues facing Chatteris and outlines a programme of transport schemes to address the transport needs of the town over the next five years. (The strategy can be found in Appendix A provided to Cabinet Members separately).
- 2.2. The transport schemes and measures included in the strategy were informed by stakeholder and public consultation which took place between November 2008 and October 2009 and further guided by the views and recommendations of a Member Steering Group.

- 2.3. The programme in the strategy has been prioritised to give an indication of the possible timescale for delivery of individual measures. The priority order reflects the views obtained through the public consultation exercise, an assessment of deliverability and the views of local Members through the Member Steering Group, and through the Fenland AJC.
- 2.4. The strategy and the programme of schemes included within it are consistent with the aims and objectives of the County Council's Local Transport Plan 2006-11 and those of the updated Local Transport Plan 3 that is currently being formulated. They are designed to contribute towards the wider economic vitality and viability of the town.
- 2.5. The delivery of measures in the strategy will also contribute towards achieving transport targets included in the new National Indicator set, and other local transport targets. Particular indicators that will benefit include:

National indicators (NI)

- NI 47 People killed or seriously injured in road traffic accidents
- NI 48 Children killed or seriously injured in road traffic accidents
- NI 177 Local bus passenger journeys originating in the authority area
- NI 178 Bus services running on time
- NI 198 Children travelling to school – mode of travel usually used

Other local transport indicators

- Best Value (BV) 99z - Road accident casualties slightly injured
- Local Transport Plan (LTP) – 4 Cycling trips
- Congestion CON7 -Trends in travel in the Market Towns

- 2.6. Improved transport provision and measures to manage traffic should also assist in addressing wider objectives such as reducing social exclusion, community development and promoting health.
- 2.7. The schemes and measures to be investigated and implemented through the Strategy are summarised by theme in Appendix 1.

3. NEXT STEPS

- 3.1. The Growth and Environment PDG considered and commented on the strategy on 19th May 2010. If Cabinet approves the strategy it will be adopted as policy as part of the Local Transport Plan 2006-11 and rolled forward into the third version of the Local transport Plan currently in preparation. Schemes within the strategy will be considered for inclusion in the Council's Capital Programme for 2010/11 onwards as part of the Market Towns Transport Strategy programme.
- 3.2. The pace at which the strategy can be implemented will depend on the availability of funding. Some funding will come through the Local Transport Plan but in order to fully realise the objectives of the strategy, other funding sources, such as developer Section 106 money, will be utilised where possible. Based on the expected level of funding, the Fenland Area Joint Committee will be presented with a programme of works from the strategy on an annual basis.

Fenland Local Development Framework

- 3.3.** The Chatteris Market Town Transport Strategy looks at transport issues facing the town at the current time, and for the next five years. However, it will be reviewed and will evolve as necessary over that period in line with the new Fenland Local Development Framework.

4. SIGNIFICANT IMPLICATIONS

4.1. Resources and Performance

Delivery of the strategy will very much depend upon the extent to which alternative funding sources can be secured - the LTP funding will only present a small part of the total that is required. If these alternative sources of funding such as developer s106 can't be found, then the timescale for delivery of the strategy will be extended and some schemes may not be delivered at all.

4.2. Statutory Requirements and Partnership Working

The strategy attached to this report has been worked up jointly by the County Council and Fenland District Council and implementation will similarly need to be undertaken jointly if the maximum benefit is to be secured.

4.3. Climate Change

The Chatteris Market Town Transport Strategy package of measures including improvements to the cycle and pedestrian networks would potentially, if implemented, result in a reduction in Greenhouse Gas emissions from road transport in the Chatteris area. This would be in line with Local Transport Plan targets and national objectives, and the objectives of the Environment and Climate Change Strategy.

4.4. Access and Inclusion

The Chatteris Market Town Transport Strategy seeks to encourage short journeys by walking and cycling, and journeys by public transport. The Strategy contains a programme of schemes and measures to be implemented to improve the facilities and infrastructure for those using these sustainable modes. Improved access by these modes should result in increased access to town centre services and reduce social exclusion.

4.5. Engagement and Consultation

The Chatteris Market Town Transport Strategy was formulated in consultation with local stakeholders and members of the public. The Strategy was taken to full public consultation in October 2009 and received a high level of support. This process ensures that the schemes contained in the final strategy have the support of local residents and that the views of the community have been fully taken into account.

Source Documents	Location
Local Transport Plan 2006-11	Second Floor A wing, Castle Court, Cambridge CB3 0AP

