

**TRANSPORT STRATEGY FOR CAMBRIDGE CITY AND SOUTH
CAMBRIDGESHIRE**

To: **Cabinet**

Date: **4th March 2014**

From: **Executive Director: Economy, Transport and Environment**

Electoral division(s): **All**

Forward Plan ref: **2014/029** *Key decision:* **Yes**

Purpose: **To inform Members of the results of consultation and progress with developing a Transport Strategy for Cambridge City and South Cambridgeshire and to approve the adoption of this Strategy as part of the third Local Transport Plan.**

Recommendation: **It is recommended that Cabinet:**

- a) Note the progress with developing the Transport Strategy and consultation results**
- b) Approve the adoption of the Transport Strategy for Cambridge City and South Cambridgeshire as part of the Third Cambridgeshire Local Transport Plan 2011-2026.**

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1. BACKGROUND AND PURPOSE

- 1.1 A Transport Strategy for Cambridge City and South Cambridgeshire (TSCSC) has been developed by the County Council working with Cambridge City Council and South Cambridgeshire District Council through the Joint Strategic Transport and Planning Members group over the last 18 months.
- 1.2 Approval is now being sought to adopt the Transport Strategy, which is set out in Appendix 1 a). Appendix 1 a) is available alongside this report on the County Council's website and in the bundle of supporting documents for this meeting, sent separately to Cabinet members and placed in all Group rooms.
- 1.3 This Strategy has been developed at the same time as the new Local Plans, to ensure that we plan in an integrated way for sustainable growth and continued economic prosperity. The TSCSC has two main roles in this:
 - It will provide a detailed policy framework and programme of schemes for the area, addressing current problems, and consistent with the policies of the Cambridgeshire Local Transport Plan 2011-26 (LTP3). As such, it will be a key part of the LTP3 suite of documents that set out how we will manage and develop the local transport network of the County as a whole.
 - It will support the Cambridge and South Cambridgeshire Local Plans, and take account of committed and predicted levels of growth. It will detail the transport infrastructure and services necessary to deliver growth.

2. PUBLIC CONSULTATION ON THE STRATEGY

- 2.1 A comprehensive public consultation exercise was held from July through to mid-October 2013, at the same time as the Local Plans consultation, and involved a range of events including some 30 manned exhibitions, visits to schools, a range of meetings with interest groups, and presentations. The report on the results of the consultation is available at the link at the end of this report.
- 2.2 Some 800 direct responses were received, as well as comments through the Local Plans and another 200 responses from school pupils. Over 76% of respondents either agreed or strongly agreed with the strategy approach of increasing the use of sustainable transport while maintaining traffic at current levels. Most of those respondents agreed with the aims of achieving this through increasing road space for cyclists, pedestrians and public transport users. Around 60% agreed with restricting car traffic in some locations if that enhanced accessibility for pedestrians, cyclists and public transport users. There was also support for enhancing Park and Ride capacity.
- 2.3 Overall, there is good support for the strategy approach which aims to maintain traffic at today's levels by ensuring that more people walk, cycle and use passenger transport services for journeys into, out of and within the city.
- 2.4 There were some mixed views on whether the strategy was ambitious enough, with some respondents asking for more ambitious requirements around road user charging or tunnelling to provide new capacity, while others raised concerns regarding potential environmental implications of options for improving orbital capacity. Others thought we could go further in terms of cycling and require higher standards including segregated Dutch style cycleways.

- 2.5 Some of the respondents queried the deliverability and affordability of the Strategy. Others, particularly in terms of the development sites, sought more information on mitigation measures and how well the network would cope with growth.

3. FINALISING THE STRATEGY

- 3.1 The aim of the Strategy is to provide a transport policy framework in support of the Local Plans and to define the key measures and interventions needed to address challenges, and facilitate and mitigate the impact of growth.

- 3.2 The Consultation has demonstrated good overall support for the Strategy approach and objectives and on this basis only a small number of amendments have been made to the Strategy. These changes include:

- Clarifying that this strategy will fall under the umbrella of the Local Transport Plan and that there will be a detailed review of this in line with legislative requirements to incorporate the approved Transport Strategies;
- Strengthening the policy framework, and including policies to provide clarity regarding aims to complement the Local Plans' policies. New policies cover areas from air quality and emissions through to managing through traffic;
- Clarifying the process and priorities for implementing the strategy. This will mainly be through an Action Plan and Programme, which are set out in Appendix 1 b). Appendix 1 b) is available alongside this report on the County Council's website and in the bundle of supporting documents for this meeting, sent separately to Cabinet members and placed in all Group rooms. This is a living action plan and will be updated and reviewed regularly with Members to ensure priorities can be agreed to help deliver the strategy. This will, over time, include more detailed proposals/options which will be consulted upon once the required further work has been undertaken - for example, any schemes specifically related to proposed development sites;
- Identifying where further work will be undertaken - a study is proposed to be undertaken with key partners to scope capacity and access issues in a holistic way for the Cambridge area. This inform options for the longer term related to areas such a demand management and orbital capacity options and public realm. The results will be fed into the Action Plan to progress priority schemes for consultation and delivery over time;
- Cycling is an important element of the strategy and it is proposed that we work with partners to develop a more detailed long term cycling and pedestrian strategy which outlines key deliverables;
- Further information is included on proposed funding for the Strategy and how a comprehensive approach will be taken to ensure that the Strategy aims can be delivered in a balanced way, both supporting growth and the modal shift that will be needed over time to maintain traffic levels. In this regard, further information is provided on City Deal which is important to support upfront investment in infrastructure related to growth.

- 3.3 The Action Plan and Programme sets an outline programme to 2031 as well as details of the key major schemes proposed in the short, medium and longer

term. The schemes within the programme have been earmarked for delivery at intervals based on the sequence of development currently proposed in the two Local Plans. The programme will be regularly reviewed to ensure that flexibility can be applied if the sequence of development alters.

- 3.4 The programme will, over time, include more detailed proposals which will be consulted upon once the required further work has been undertaken. It will set out the various phases involved in moving the scheme from the planning stage to the delivery stage, and who the partners involved in each phase are.
- 3.5 A near final version of the Transport Strategy was presented to Members of the Joint Strategic Transport and Planning Group on 6th February 2014 for their views and endorsement ahead of Cabinet consideration.
- 3.6 Members were generally supportive and, subject to some minor amendments, confirmed their endorsement of this Strategy. Members were keen for work to continue on funding and prioritisation of schemes to ensure that the strategy aims can be delivered in a balanced and comprehensive way over time, and for Members to continue to work together to inform this process. Members were also keen to see more information in the Action Plan on the local and smaller schemes and the strategy for cycling once this is developed.

4. FUNDING AND IMPLEMENTATION

- 4.1 Significant investment will be needed to deliver the strategy aims in a comprehensive way over its lifetime. This means that funding and investment will be required from the full range of sources given that there will be a large gap between the cost of measures and current known and available funding to support the delivery of the strategy. A comprehensive approach will be taken to funding the strategy including all sources such as developer contributions, community infrastructure levy, grants, funding bids, opportunities as relevant and support from central Government.
- 4.2 The essential infrastructure related to growth will need to be prioritised, alongside the infrastructure necessary to support modal shift that will be needed in the longer term to maintain and enhance accessibility and quality of life for all.
- 4.3 Work is being undertaken by the County Council, Cambridge City Council, South Cambridgeshire District Council, the Greater Cambridge Greater Peterborough Enterprise Partnership and Cambridge University with Government to secure significant future investment in the area through a City Deal. This would enable more of the taxes and business rates raised locally to be retained and invested in infrastructure to support growth. Without such investment, infrastructure improvements to the transport network will take longer to deliver.

5. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

5.1 Developing the local economy for the benefit of all

Transport is a key enabler of growth and this Transport Strategy should help to create the right conditions for growth and the continued economic prosperity of this area.

5.2 Helping people live healthy and independent lives

The Transport Strategy should have a positive overall impact. The aim is to encourage many more people to travel by healthy sustainable alternative means of travel, and as such help more people live independently and achieve the enhanced health benefits of active travel.

5.3 Supporting and protecting vulnerable people

The Transport Strategy aims to improve accessibility overall and especially to the key employment destinations and services people need to access.

5.4 Ways of working

The Council has worked closely with its partners at Cambridge City and South Cambridgeshire District Council to develop this strategy in support of the Local Plans. Key stakeholders were also involved through a 'Peer Review' exercise to support and inform the Strategy development. In addition, extensive public consultation was undertaken during the development of the Strategy.

6. SIGNIFICANT IMPLICATIONS

6.1 Resource and Performance Implications

Significant investment will be needed to deliver the strategy aims in a comprehensive way over its lifetime. This means that funding and investment will be required from the full range of sources given that there will be a large gap between the cost of measures and current known and available funding to support the delivery of the strategy. A comprehensive approach will be taken to funding the strategy including all sources such as developer contributions, Community Infrastructure Levy, grants, funding bids and opportunities as relevant, and support from central Government.

6.2 Statutory, Risk and Legal Implications

The Transport Strategy is being produced in line with the LTP policy Framework and the aim is to adopt this as part of the LTP which may well require review in time. There are risks that the Strategy aims will not be delivered unless sufficient funding is secured over time to deliver the aims in a comprehensive way.

6.3 Equality and Diversity Implications

There are no significant implications for this strategy.

6.4 Engagement and Consultation Implications

Comprehensive public consultation was undertaken during the preparation of the Strategy in parallel with the Local Plans. This ensured there was ample opportunity for people to provide feedback on the Strategy as this was being developed, firstly at the Issues and Options stage and secondly at the Draft Stage.

6.5 Public Health Implications

With more people cycling and walking, there will be greater health benefits overall.

Source Documents	Location
Joint Strategic Transport and Planning Member Group papers – Transport Strategy and Public Consultation report	http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/AgendaItem.aspx?agendaItemID=9006