

Cambridgeshire Transport Investment Plan

Introduction

The Transport Investment Plan (TIP) sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire.

The TIP will set out all transport schemes that the County Council has identified for potential future delivery to support growth. These range from strategic schemes identified via the various County Council transport strategy documents including those emerging from the Greater Cambridge Partnership (formerly known as Greater Cambridge City Deal) programme, to those that are required to facilitate the delivery of Local Plan development sites and for which Section 106 contributions will be sought through negotiations with developers following the Transport Assessment process, through to detailed local interventions. The TIP, however, excludes maintenance schemes as those are not considered investment for growth.

TIP Uses

- The TIP will be used to monitor how many Section 106 agreements have been secured towards the delivery of each specific project. This information will also be used to report on s106 spending in the annual Infrastructure Funding Statement, which is a new requirement introduced in September 2019 by the [amended Community Infrastructure Levy \(CIL\) regulations](#).
- The TIP will be used to prioritise projects for more detailed scheme development and for allocation of available funds to prioritised schemes.
- The TIP will also be used to identify funding gaps in order to inform future funding bids as opportunities arise.

The Schemes

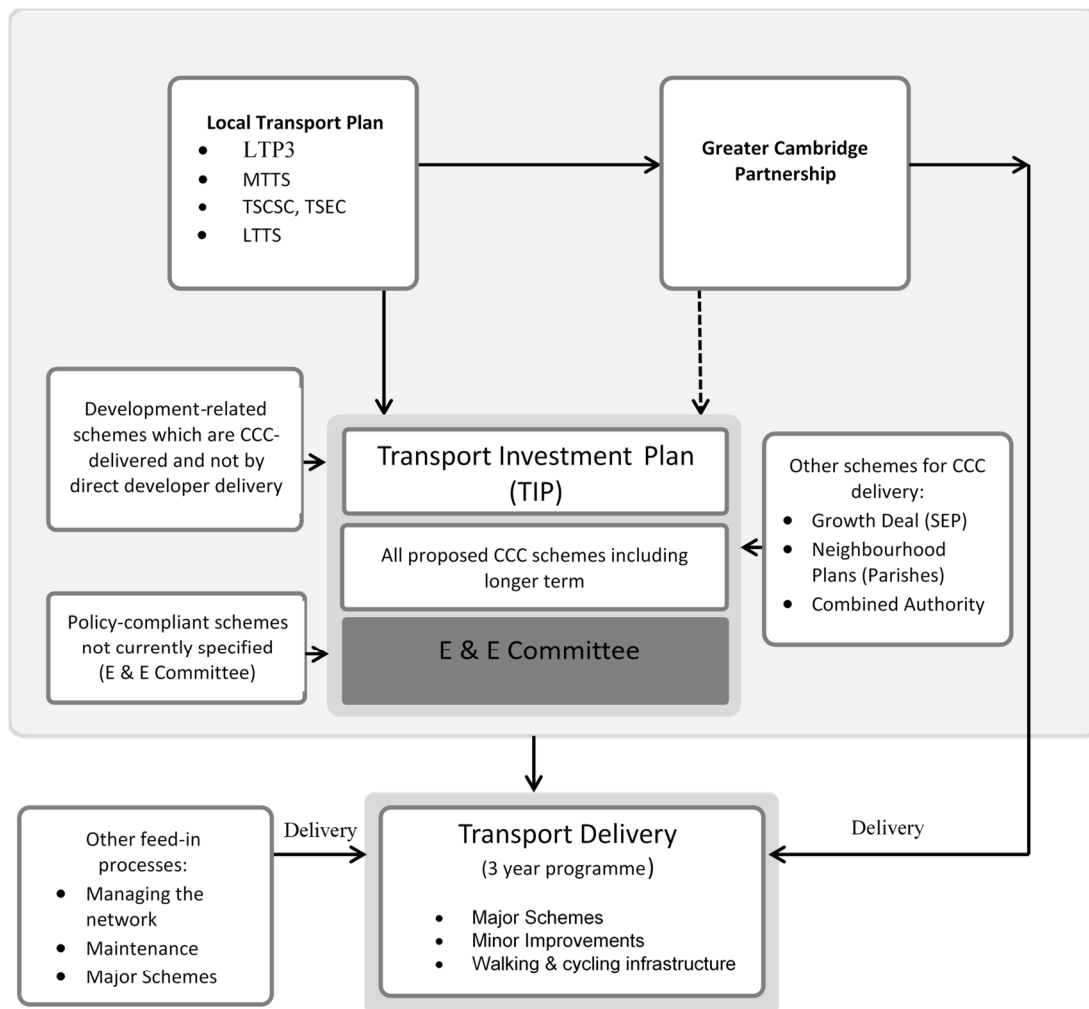
As part of the TIP, a list of schemes has been produced for the county, and has been split into 5 key areas:

- Cambridge and South Cambridgeshire
- East Cambridgeshire
- Fenland
- Huntingdonshire
- Cross-district or county-wide

All current and future schemes in the TIP fit with existing policies and strategies and have been identified in order to mitigate the impacts of planned development in the relevant area. The schemes include those aimed at tackling strategic transport issues to support Local Plan growth and those targeted at local mitigation of smaller scale planned developments. Scheme costs are estimated at 2015 prices in the first TIP and updated thereafter.

Fit with Policies

The flowchart below sets out how the proposed TIP relates to other policy documents, programmes, data sources and scheme identification processes.



Notes:

1. The TIP will need to be accompanied by a parallel prioritisation approach to assist with allocation of CCC funding.
2. The TIP can also potentially feed into other planning documents and infrastructure schedules such as the Local Plan Infrastructure Delivery Plans/Schedules.

Cambridgeshire Local Transport Plan and Long Term Transport Strategy 2011-2031

The Local Transport Plan (2011-31) provides the overarching transport policy framework for Cambridgeshire, setting out the main transport challenges facing the county and the strategy for addressing them over the next 15 years. It contributes towards the achievement of our overall vision – creating communities where people want to live and work: now and in the future. Our strategy focuses on addressing existing transport problems while at the same time catering for the transport needs of new communities and enhancing the environment.

The Long Term Transport Strategy 2011-2031 (LTTS) gives a high level view of the substantial transport infrastructure and service enhancements that are needed across the county. The LTTS sets out the need for a high quality passenger transport network of rail, guided bus and bus services, which will enable efficient journeys between Cambridge, Peterborough, the market towns and district centres in and around Cambridgeshire. This network will prioritise passenger transport on key corridors and link up with community transport connections to access more rural areas. This will be fed by a comprehensive system of long distance cycle / pedestrian routes connecting key destinations.

Local Transport Plan is now the responsibility of the Cambridgeshire and Peterborough Combined Authority (CPCA) as Local Transport Authority under the CPCA Order 2017. Until the CPCA produces its own Local Transport Plan, Interim Local Transport Plan is based on the adoption of the above LTP and LTTS.

Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)

The TSCSC provides a detailed policy framework and programme of schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-26 (LTP3). It sets out the need for the transport network to support growth and provide additional capacity to allow for the additional demands of new residents and workers. The transport network must also help protect Cambridge and South Cambridgeshire's distinctive character and environment.

Transport Strategy for East Cambridgeshire (TSEC)

The TSEC provides the strategy basis for transport measures in East Cambridgeshire along with an action plan of specific transport schemes. The strategy provides the context to housing and employment growth planned for the district and covers the period 2016-2031 and aligns with the timescales of the Cambridgeshire Local Transport Plan.

District-wide transport strategies and Market town transport strategies

With significant growth planned for many of our market towns, new district-wide strategies are being developed, which will incorporate the market town transport strategies, and will be closely aligned with the Local Plans. District strategies for Huntingdonshire and Fenland are being developed and will incorporate the eight market towns strategies in these two districts.

Securing Funding

Funding for the schemes will come from a range of sources. Where specific impacts are identified through the Transport Assessment process, S106 and Community Infrastructure Levy (CIL) will continue to play a vital role in securing appropriate schemes that fully mitigate the impact of a particular development.

- The Greater Cambridge Partnership (GCP) will provide some funding for schemes listed in the GCP programme.
- Greater Cambridge Greater Peterborough Growth Deal will provide some funding for schemes through the Cambridgeshire and Peterborough Combined Authority as Local Enterprise Partnership of the area.
- Local Transport Plan Integrated Transport Block funding will facilitate the delivery of a number of schemes within the Plan.

Cambridgeshire County Council and its partners will seek to deliver specific schemes within the Plan as the opportunity arises through competitive bidding processes for funds at a national level. Previous successful examples of this include Local Sustainable Transport Fund (LSTF), Better Bus Area Fund (BBAF), Cycle Safety Fund, Cycle City Ambition Grant.

Updating the TIP

The list will be reviewed and updated to take account of any changes in policy, legislation, funding, development proposals and scheme delivery.

TIP Updates – Ongoing

Projects identified through development Transport Assessment process will be added to the TIP. Proposed new schemes through liaison with local Members will also be considered. All proposed additions to the TIP will be reviewed for strategy/policy compliance on a quarterly basis by the TIP Officer Group. Completed schemes will be removed from the TIP Scheme List.

TIP Updates – annually

The TIP Officer Group will arrange a series of area-based workshops every year with various project managers that are responsible for the delivery of schemes in the TIP. The workshops will aim to provide general updates to existing schemes in the TIP and will also provide an opportunity to add schemes that have been identified by the various project managers through local dialogue or discussion with local Members.

TIP Updates – Longer Term

Upon publication of new area transport strategies, Transport Strategy Officers will undertake major revisions of the TIP to ensure that it is consistent with the new list of infrastructure requirements.

September 2019