

RAMSEY MARKET TOWN TRANSPORT STRATEGY

To: **Cabinet**

Date: **27 April 2010**

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

Electoral division(s): **Ramsey, Warboys and Upwood**

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

Purpose: **To present for approval the new Ramsey Market Town Transport Strategy which will then be included as part of the Local Transport Plan.**

Recommendation **That Cabinet approve and adopt the Ramsey Market Town Transport Strategy 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, and Wisbech. A new strategy is also being formulated for Chatteris.
- 1.2 A colour version of the draft Ramsey Market Town Transport Strategy can be found at the following link:

http://www.cambridgeshire.gov.uk/transport/strategies/market_town/Ramsey+Market+Town+Transport+Strategy.htm
- 1.3 The strategy was endorsed by the Huntingdonshire Traffic Management Area Joint Committee at its meeting of 13 January 2010, and was also supported by the Growth and Environment Policy Development Group on 10 April 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.

2. The Ramsey Market Town Transport Strategy

- 2.1 The strategy identifies the key transport issues facing Ramsey 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 1.
- 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 Hunts 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 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

- BV99z Road accident casualties slightly injured
- LTP4 Cycling trips
- 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 supported the strategy on 10 April 2010. If Cabinet approves the strategy it will be adopted as policy as part of the Local Transport Plan 2006-11. 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 from 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 Huntingdonshire Area Joint Committee will be presented with a programme of works from the strategy on an annual basis.

Huntingdonshire Local Development Framework

- 3.3 The Ramsey 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 Huntingdonshire Local Development Framework.

4. SIGNIFICANT IMPLICATIONS

4.1 Resources and Performance

There are no significant implications for any of the headings within this category.

4.2 Statutory Requirements and Partnership Working

There are no significant implications for any of the headings within this category

4.3 Climate Change

Greenhouse Gas Emissions - The Ramsey 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 Ramsey 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 Ramsey 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 Ramsey 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 www.cambridgeshire.gov.uk/ltpl	Second Floor A wing, Castle Court, Cambridge CB3 0AP