

LOCAL TRANSPORT PLAN (LTP) DEVELOPMENT

- **NEW LTP: LONG TERM TRANSPORT STRATEGY.**
- **REFRESHED LTP: POLICIES AND STRATEGY.**

To: **Economy and Environment Committee**

Meeting Date: **11 November 2014**

From: **Graham Hughes, Executive Director, Economy and Environment**

Electoral division(s): **All**

Forward Plan ref: **2014/013** **Key decision: Yes**

Purpose: **To adopt the refreshed LTP: Policies and Strategy and the new LTP: Long Term Transport Strategy as Core Documents of the Third Cambridgeshire Local Transport Plan.**

Recommendation: **Committee is asked to:**

- a) Adopt the refreshed LTP: Policies and Strategy as a core document of the Third Cambridgeshire Local Transport Plan, replacing the original document that was adopted in March 2011.**
- b) Adopt the new LTP: Long Term Transport Strategy as a core document of the Third Cambridgeshire Local Transport Plan.**

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1. BACKGROUND

- 1.1 The Third Cambridgeshire Local Transport Plan (LTP3) was adopted in March 2011. It consisted of a Policies and Strategy document and an Implementation Plan document. Local Transport Plans are required by statute ([Transport Act 2000](#) and [Local Transport Act 2008](#)). The guidance governing third Local Transport Plans requires them to be kept up to date. A new Long Term Transport Strategy and refreshed Policies and Strategy document have therefore been prepared to reflect changes since LTP3 was adopted in 2011. These new documents:

- Support the new and emerging Local Plans for the districts of Cambridgeshire.
- Reflect the adoption of and content within the Transport Strategy for Cambridge and South Cambridgeshire.
- Reflect changes to the national programmes of road and rail improvements that impact on the County, including:
 - Highways Agency (HA) Route Strategies.
 - HA proposals to improve the A14 between Cambridge and Huntingdon.
 - Rail investment plans to 2019 and the Rail Prospectus for East Anglia.
- Reflect changes to the local transport funding environment, including:
 - Greater Cambridge City Deal.
 - Greater Cambridge Greater Peterborough Strategic Economic Plan.
 - Cuts to LTP capital funding and to County Council revenue funding by government.
- Reflect progress since 2011 and ensure that LTP3 remains current.

2. THE STRATEGY DOCUMENTS

- 2.1 The results of public and stakeholder consultation into new and refreshed Local Transport Plan documents were reported to the 21 October meeting of this Committee. Following the consultation and the October meeting, revised documents have been prepared and are available at:

- **Refreshed LTP: Policies and Strategy**http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies
- **New LTP: Long Term Transport Strategy**
http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/5

- 2.2 Printed copies of the full documents in black and white are available for inspection in the Group Rooms.

Refreshed LTP: Policies and Strategy

- 2.3 A number of comments made in the consultation are incorporated in the LTP: Policies and Strategy document. The main changes proposed would:

- Address minor points of consistency with the LTTS raised in the consultation.

- Address comments raised by consultees in relation to specific areas – for example, consistent referencing throughout the document of historic environment alongside other streetscape / environmental issues.
- Update the context on the funding environment, reflecting changes since the consultation draft of the document was published, including in the three areas noted in the 4th main bullet in paragraph 1.1 above.

2.4 Changes from the consultation draft of the LTP: Policies and Strategy document are summarised in **Appendix A**.

New LTP: Long Term Transport Strategy

2.5 Following the 21st October meeting of this Committee, changes have been made to the Long Term Transport Strategy to reflect the recommendations of Committee with regard to the treatment of measures to address the impact of development at Wyton Airfield and in the wider Huntingdon / St Ives area, and the provision of a link road between Wyton Airfield and the A14.

2.6 Further changes reflect points of consistency with the Policies and Strategy document, as noted above and updates to reflect progress on funding and on scheme development (for example, in relation to the Ely Southern Bypass).

2.7 Changes from the consultation draft of the LTP: Long Term Transport Strategy document are summarised in **Appendix B**.

Review of Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Community Impact Assessment (CIA) of LTP3

2.8 A refreshed Strategic Environmental Assessment and Habitats Regulations Assessment have been undertaken in parallel with the refresh of LTP3. The SEA process and findings are set out in an Environmental Report and an SEA Statement, and the HRA is set out in a separate report. A substantial amount of the information contained in the Environmental Report and its appendices remains largely unchanged from the original LTP3 SEA published in 2011, since the policy basis, objectives, challenges and strategy direction of LTP3 have not changed.

2.9 However, owing to the large number of major transport interventions set out in LTP Long Term Transport Strategy and in the Transport Strategy for Cambridge and South Cambridgeshire, it was deemed appropriate to provide high level environmental assessment of these schemes at this stage. This will provide environmental guidance and steer as the schemes are progressed.

2.10 The SEA and HRA identify issues with a number of interventions in the LTTS that will need to be considered and addressed in detail as and when schemes are brought forward. It is possible that this work will lead in future to schemes being removed from the LTP, LTTS or from other strategies should it not be possible to avoid unacceptable impacts or provide suitable mitigation. The SEA Statement, SEA Environment Report and HRA report can be viewed at http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies

- 2.11 The Community Impact Assessment for LTP3 has been updated and is included in **Appendix C**.

3. ALIGNMENT WITH CORPORATE PRIORITIES

Developing the local economy for the benefit of all

- 3.1 The report above sets out the implications for this priority in paragraph 1.1, and throughout as it relates to transport strategies supporting growth in the District Council's local plans.

Helping people live healthy and independent lives

- 3.2 Transport policy – or specifically, the infrastructure and services that are delivered in response to policy – is critical in maintaining accessibility to key services that enable people to live healthy and independent lives.

Supporting and protecting vulnerable people

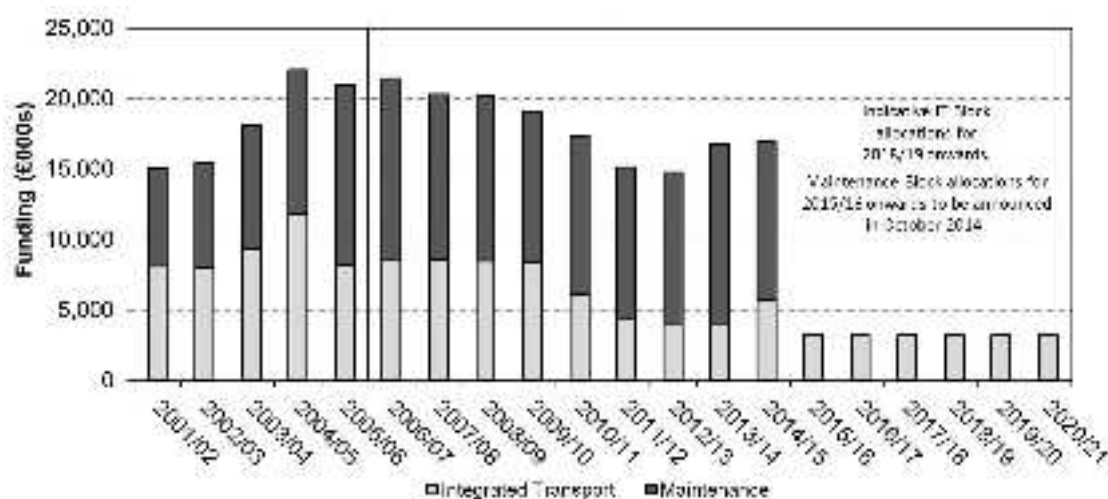
- 3.3 The challenges set out in the LTP: Policies and Strategy document address this issue in some detail, particularly in regard to safety and security.

4. SIGNIFICANT IMPLICATIONS

Resource Implications

- 4.1 The following bullet points set out details of significant implications identified by officers:

- The capital programme contained within the LTP: Long Term Transport Strategy has a massive cost associated with it, but is necessary to support planned economic and housing growth across Cambridgeshire.
- Core capital funding for local transport improvements direct to Local Highway Authorities has been cut significantly since 2010 (see graph below). Spending power in real terms on integrated Transport improvements has reduced by over 75% since 2001/02.



- These strategy documents provide a policy basis against which we can bid

for funding for our transport programme from government and other bodies and for negotiations with developers for either direct provision of or for contributions towards provision of transport infrastructure and services.

Statutory, Risk and Legal Implications

- 4.2 The following bullet points set out details of significant implications identified by officers:
- The County Council as Local Highway Authority (LHA) has a statutory duty ([Transport Act 2000](#) and [Local Transport Act 2008](#)) to have a Local Transport Plan.
 - The LTP: Long Term Transport Strategy has been developed alongside the new and emerging Local Plans for Cambridge city and the four districts of Cambridgeshire. While the LTP is not a Local Plan document, the LTP: Long Term Transport Strategy is an important part of the evidence base supporting the Local Plans. The lack of strong policy position on transport would be a risk to the Local Plans.

Equality and Diversity Implications

- 4.3 The Community Impact Assessment into the Third Cambridgeshire Local Transport Plan has been reviewed and updated alongside the development of the LTP: Long Term Transport Strategy and the refresh of the LTP: Policies and Strategy (see **Appendix C**).

Engagement and Consultation Implications

- 4.4 Public consultation on the documents took place in June and July of this year. The results of the consultation were considered at the 21 October meeting of the Economy and Environment committee.

Localism and Local Member Involvement

- 4.5 The development of the LTP: Long Term Transport Strategy was overseen by the Cambridgeshire & Peterborough Joint Strategic Planning & Transport Member group.

Public Health Implications

- 4.6 The LTP: Policies and Strategy document addresses health issues including air quality, noise, accident reduction, access to health care and the health benefits of active travel.

Source Documents	Location
<p>The LTP: Long Term Transport Strategy can be viewed at: http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/5</p> <p>The LTP: Policies and Strategy, Strategic Environmental Assessment, Habitats Regulations Assessment, Community Impact Assessment and Rights of Way Improvement Plan can be</p>	<p>A-Wing second floor, Castle Court, Shire Hall, Cambridge</p>

viewed at http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies	
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Appendix A: Summary of changes made to the LTP: Policies and Strategy in response to the consultation and following the meeting of the Economy and Environment Committee on 21 October 2014

All page references below relate to the revised draft of the document.

General changes

- Various changes to correct grammatical errors or to make wording clearer, or to ensure consistency between Policies and Strategy and Long Term Strategy documents, and between the transport documents and the District Councils' Local Plans.

Executive Summary

- Page vii
Additional sentence added to text on Challenge 7: "We will address the impacts of our schemes on the environment, including noise, heritage, biodiversity and landscape impacts."

Chapter 1

- Pages 1-2 and 1-3
Updated text on Integrated Transport Block funding and Maintenance Block funding, and Figure 1.1 to reflect funding allocations for 2015/16 onwards.
Updated text on Local Growth Fund.

Chapter 3

- Page 3-16
Strengthened text on potential adverse impacts of noise.
- Page 3-18
Updated the numbers of designated heritage assets from 2013 data provided by English Heritage.

Chapter 4

- Page 4-13
Figure 4.4 updated to reflect change noted on LTTS v1.1 Page 4.-8 (see Appendix D), and changes to the proposed A14 Cambridge to Huntingdon scheme in the Brampton / Buckden area.
- Page 4-39
Added case study on Wimpole Hall Bike Bus.
- Pages 4-61 and 4-62
Text on DRT on page 4-61 shortened, and removed text expanded into a short case study on page 4-62, as part of a new 'What's been happening in South Cambridgeshire?' box out. Map showing community car scheme s in South Cambridgeshire included in box out.
- Page 4-85
Added section addressing the role of master-planning in new development in to ensure safe environments and minimise risk of accidents.

- Page 4-97
Reference to low emission policies in Cambridge and South Cambridgeshire Local Plans added to first paragraph under 'Land Use Planning' heading.
- Pages 4-101 and 4-102
Updated text on Strategic Environmental Assessment and Habitats Regulation Assessment, looking to strengthen text on the requirement for robust environmental assessment of major schemes in accordance with statutory guidance.
- Pages 4-108 and 4-109
Figures 4.11 and 4.12 replaced with new versions that are now consistent across LTP: Policies and Strategy, LTP: Long Term Transport Strategy and the Transport Strategy for Cambridge and South Cambridgeshire, and accurately reflect planned Thameslink service patterns.
- Page 4-111
Updated text on March to Wisbech line to reflect current position.
- Pages 4-111 and 4-112
Updated text on East West Rail to reflect current position. Added diagram showing route sections.
- Page 4-113
Text on A428 updated to state more clearly that the County Council wishes to see a comprehensive solution to the problems on the A1 / A428 between the Black Cat and Caxton Gibbet junctions.

Chapter 5

- General checking of scheme costs, ensuring accuracy and consistency with the Long Term Transport Strategy.
- Page 5-11
Text on Ely Southern bypass current position amended to reflect that planning consent for the scheme has now been granted (and that the Secretary of State has released his holding direction on the consent).

Chapter 6

- Page 6-1
Figure 6.1 updated with published Integrated Transport block and Maintenance block allocations for 2015/16 onwards. Text discussing the allocations updated to reflect current funding position from these sources.
- Page 6-2
New Figure 6.2 added providing detail of newly published Integrated Transport block and Maintenance block funding for LTP3 period.
- Pages 6-2 and 6-3
New Figure 6.3 added detailing revenue funding position for the County Council as a whole between 2013/14 and 2018/19. Text on revenue funding updated.
- Page 6-3
Text on City Deal updated to reflect progress since the consultation draft of the plan was published in June 2014.
- Page 6-4
Paragraphs on Local Transport Board funding added. Text on Local Growth Fund / Growth Deal updated to reflect Growth Deal funding announcement made in

July 2014.

- Page 6-5
Text on LSTF updated to reflect LSTF funding announcement in July 2014.

Appendix B: Summary of changes made to the LTP: Long Term Transport Strategy in response to the consultation and following the meeting of the Economy and Environment Committee on 21 October 2014

General changes

- Various changes to correct grammatical errors or to make wording clearer, or to ensure consistency between Policies and Strategy and Long Term Strategy documents, and between the transport documents and the District Councils Local Plans.

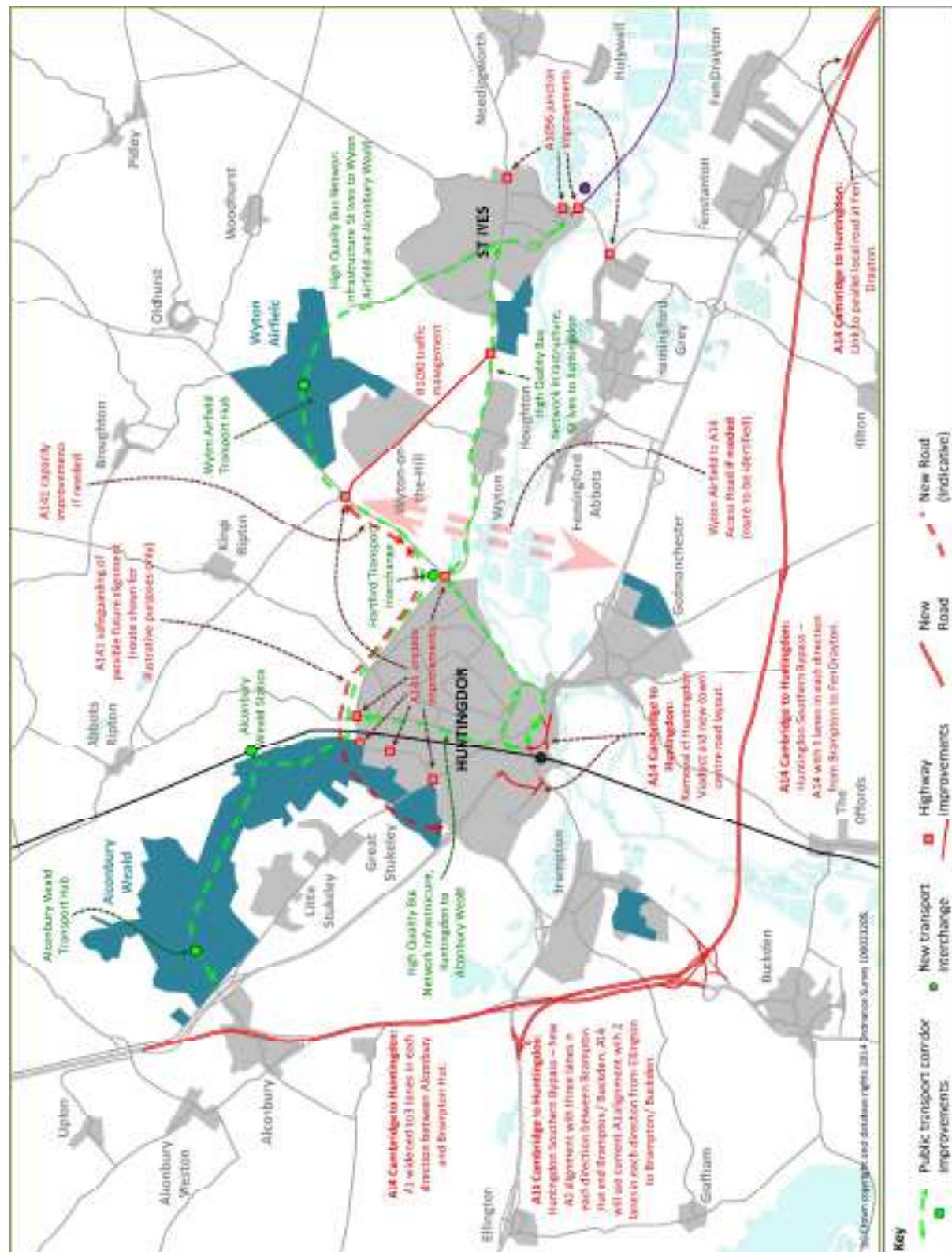
Chapter 4

- Page 4-8
Text on Hartford to Godmanchester Link Road in Figure 4.3 replaced with:
“Wyton Airfield to A14 Access Road if needed.
A new access road between the new settlement at Wyton Airfield and the current A14 between Huntingdon and St Ives if needed, on a route to be determined.”
- Page 4-18
Figure 4.9 Updated to reflect change noted above on Page 4-8 (see below), and changes to the proposed A14 Cambridge to Huntingdon scheme in the Brampton / Buckden area.
- Pages 4.25
Figure 4.16 replaced with new version that is now consistent across LTP: Policies and Strategy, LTP: Long Term Transport Strategy and the Transport Strategy for Cambridge and South Cambridgeshire, and accurately reflect planned Thameslink service patterns.

Appendix B

- Page B-3
Text in second paragraph under ‘West Cambourne / Bourn Airfield’ heading updated to strengthen position on the need for a comprehensive improvement to the A428 between the A1 and Caxton Gibbet.
- Pages B-4 and B-5
Text on a possible link road between Hartford and Godmanchester / the A14 significantly updated to reflect the public consultation, further analysis of the technical case and need for the intervention, and the recommendations of the County Council’s Economy and Environment Committee at its meeting of 21 October 2014. Scheme now described as ‘Wyton Airfield to A14 Access Road’. Some additional detail on the need for the road added, and text clarifies that the link would significantly mitigate otherwise very severe increases in congestion in the St Ives area. Previous text could be read as implying the link road would bring limited benefits to St Ives.
Text also makes clear that work to look at options for the link road and for the wider package of measures in the Huntingdon / St Ives area would also seek to identify interventions that might remove the need for its provision by dealing with the problems that it would address.

New Long Term Transport Strategy Figure 4.9



Appendix C: Community Impact Assessment

Directorate / Service Area		Officer undertaking the assessment	
Economy, Transport and Environment / Transport and Infrastructure Policy and Funding		Name: Dearbhla Lawson	
Service / Document / Function being assessed		Job Title: Head of Transport and Infrastructure Policy and Funding	
Third Cambridgeshire Local Transport Plan (LTP3) refresh, incorporating the production of new Long Term Transport Strategy		Contact details: dearbhla.lawson@cambridgeshire.gov.uk	
Business Plan Proposal Number (if relevant)			
Aims and Objectives of Service / Document / Function			
<p>The Third Local Transport Plan (LTP3) is being refreshed to reflect new information, the current funding environment and development aspirations as set out in the emerging Local Plans. This involves the review of the Policies and Strategy document and the production of a new Long Term Transport Strategy, and includes public consultation on the refreshed / new documents.</p> <p>It should however be noted that the objectives, challenges and policy direction of the LTP3 have not been changed. The broad aims of the strategies and plans are to improve transport in Cambridgeshire to support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.</p> <p>The consultation will seek feedback from members of the public and stakeholders on the refreshed LTP: Policies and Strategy and new LTP: Long Term Transport Strategy. This feedback will be used to help shape the documents before they get adopted by the County Council.</p>			
What is changing?			
<p>The LTP3 is being refreshed to reflect new information, the current funding environment and development plans, and to incorporate the Transport Strategy for Cambridge and South Cambridgeshire and the draft Long Term Transport Strategy. It should however be noted that the objectives, challenges and policy direction of the LTP3 have not changed. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011.</p>			
Who is involved in this impact assessment?			
e.g. Council officers, partners, service users and community representatives.			
<p>Council officers have carried out this CIA but a wider range of stakeholders and members of the public will have an opportunity to comment on the LTP3 refresh during June and July 2014 when the draft document will be consulted upon through staffed events and via an online survey.</p>			

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	✓		
Disability	✓		
Gender reassignment	✓		
Marriage and civil partnership	✓		
Pregnancy and maternity	✓		
Race	✓		

Impact	Positive	Neutral	Negative
Religion or belief	✓		
Sex	✓		
Sexual orientation	✓		
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	✓		
Deprivation	✓		

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts

and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

Positive Impact

As:

- the LTP3 objectives meet the council's priorities and remain unchanged,
- the council will be seeking responses from as many people as possible to the public consultation,
- everybody's views will be treated equally, and will be considered as the final strategies are developed,
- key stakeholders will be made aware of the consultation as well as members of the public through a wide variety of different channels, and
- consultation materials will be made available in other formats if requested;

there is a positive impact on all protected characteristics.

It should be noted that the LTP3 sets out at a high level, transport schemes planned for delivery. As these schemes are confirmed and funding sources secured, more detailed individual CIAs will be carried out as necessary. The council's priorities and LTP3 objectives are linked and listed below. The links between the council's priorities and the LTP objectives are also shown.

Council's priorities:

- Supporting and protecting people when they need it most - we will provide a safety net for vulnerable people until they can take back control of their own lives. Our support will be targeted to those most in need and where we do provide support, it will be to help people towards independence.
- Helping people to live independent and healthy lives in their communities - we want people to be in control of their own lives, as individuals and as part of their community.
- Developing our local economy for the benefit of all - We will help people to access the support they need to get the jobs being created in Cambridgeshire – supporting children and young people to stay in learning and providing a range of options for adults. Across the county, we'll ensure that people can travel safely and are able to access economic opportunities.

LTP Objective 1

Enabling people to thrive, achieve their potential and improve their quality of life.

LTP Objective 2

Supporting and protecting vulnerable people.

LTP Objective 3

Managing and delivering the growth and development of sustainable communities.

LTP Objective 4

Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.

LTP Objective 5

Meeting the challenges of climate change and enhancing the natural environment.

Council Priorities and LTP Objectives

Council Priorities	LTP Objectives				
	1	2	3	4	5
Supporting and protecting people when they need it most	✓	✓✓			
Helping people to live independent and healthy lives in their communities	✓✓	✓✓	✓✓		✓
Developing our local economy for the benefit of all			✓✓	✓✓	✓

Negative Impact

Neutral Impact

Issues or Opportunities that may need to be addressed

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

A wide range of groups will be made aware of the consultations that are carried out, and can feed into the consultation. A list of groups contacted can be made available if required.