

Errata Sheet

Cabinet 16th October 2007

Long Term Transport Strategy/Transport Innovation Fund Bid

Since the publication of the Cabinet report, two points have arisen from the Outline Proposal for Funding (OPF) and the report itself that require clarification. They are as follows:

1. Walking and cycling figures

The predictions for sub-objective 'Physical Fitness' in Table 8.5, page 100 of the OPF have been revised and should read as follows:

- a. Increase of 11,609 walking trips per day (weekday) of under 30 mins duration
- b. Increase of 123 walking trips per day (weekday) of over 30 mins duration
- c. Increase of 16,400 cycling trips per day (weekday) of under 30 mins duration
- d. Increase of 1,416 cycling trips per day (weekday) of over 30 mins duration

2. Housing figures

The housing figures reported in paragraph 2.1 of the Cabinet paper erroneously refer to the Structure Plan figures. These figures have now been superseded by the East of England Development Plan. For clarification, the following explains how the figures used in the OPF have been arrived at:

Structure Plan

The Structure Plan sets out a figure of 57,400 homes for Cambridgeshire, between 1999 and 2016 (47,500 in the Cambridge Sub-region). To date, 23,989 houses have been completed, 17,187 of which are in the Cambridge sub-region.

In the Structure Plan period to 2016, there therefore remain a further 33,411 houses to be built, 30,313 in the Cambridge sub region.

East of England Development Plan

The East of England Development Plan allows for 61,800 houses to be built in the Cambridge sub-region between 2001 and 2021. To date, 13,516 houses have been built, meaning that a further 48,284 houses are to be built in the Cambridge sub region over the next 14 years. It is these figures that are used in the outline proposal for funding, and not the figures to 2016 mentioned in the Cabinet report.

Traffic predictions

The Long Term Transport Strategy, which was developed in late 2005 and is mentioned in the outline proposal for funding, predicted an increase in traffic of some 32,500 morning peak hour trips by 2021. This is for all traffic, not just cars and covers trips across the whole of the Cambridge sub region.

This work has been refined to look just at the figures for the Cambridge urban area as part of the outline proposal for funding. The modelling for this predicts a 20% increase in travel across all modes to/from or within Cambridge by 2021 which amounts to some 20,350¹ additional trips in Cambridge in the morning peak.

Conclusions

Modelling carried out in developing the business case and contained within the outline proposal for funding shows that, as a result of an additional 48,284 houses to be built in the Cambridge sub-region and of a continued growth in traffic at today's levels, there will be an additional 20,350 trips to/from and within Cambridge in the morning peak hour.

¹ Note that the figures given in the outline proposal for funding are for a one hour period in the morning peak (8am to 9am) only – 11,000 additional trips. This equates to 20,350 trips over the whole of the morning peak period.