

**TRANSPORT STRATEGY FOR EAST CAMBRIDGESHIRE**

**To:** Economy and Environment Committee

**Meeting Date:** 16 December 2016

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

**Electoral division(s):** East Cambridgeshire Districts, including the County Council wards: Littleport, Sutton, Ely North and East, Ely South and West, Sutton, Haddenham, Soham and Fordham Villages, Burwell and Woodditton.

**Forward Plan ref:** 2016/057      **Key decision:** YES

**Purpose:** To consider the results from the 2016 consultation on the draft Strategy, and the alterations which have been made following the consultation.

**Recommendation:** Economy and Environment Committee is asked to approve the Strategy for adoption.

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## **1. BACKGROUND**

- 1.1 This report outlines the work in developing the Transport Strategy for East Cambridgeshire. This includes a summary of initial development of the strategy, the methodology and results from the 2016 consultation on the draft document, the alterations which have been made following the consultation and an overview of the final Strategy.

## **2. Main Issues**

- 2.1 The Third Cambridgeshire Local Transport Plan (LTP3) is the main strategic transport policy document for the County. The Transport Strategy for East Cambridgeshire (TSEC) provides the local context for LTP3 and sets out:
- the strategy basis for transport improvements in East Cambridgeshire;
  - existing transport-related issues, together with consideration of the implications of wider employment and housing growth planned for the District;
  - transport objectives (see page 24 of the Strategy) and policies (see page 28); and
  - an action plan (page 55 of the Strategy).

The purpose of this transport strategy is to:

- Provide a detailed policy framework and programme of transport schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-31 (LTP3).
- Support the East Cambridgeshire Local Plan, and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.
- Create a live action plan of transport schemes to address the existing and future transport issues in the district.

## **2.2 Strategy Development**

The Strategy has been developed with the Joint Planning and Transport Steering Group for East Cambridgeshire. This group is chaired by Cllr Ian Bates and includes District and County Councillors. The Strategy has been reviewed by County Council officers from the Road Safety, Transport Assessment, Public Health, Cycling and Local Projects Teams. In early 2016, the draft Strategy was presented to the general public for consultation, and following the comments from the consultation, the strategy was updated.

## **2.3 2016 Consultation**

The six week consultation process began on 29<sup>th</sup> April 2016, with the aim of gathering views of anyone who lives, works or travels through East Cambridgeshire on the Strategy's objectives, policies and potential transport improvements included within the action plan. The consultation also evaluated the specific factors which

encourage or act as a barrier to sustainable transport options. The consultation involved five County Council run consultation events in: Stetchworth, Sutton, Soham, Littleport and Ely; as well as eight “focus group” style events to contact harder-to-reach groups. The consultation leaflet and questionnaire were available at the events, online and at Ely and Newmarket libraries. 210 and 92 responses were received from the County Council and Living Streets elements respectfully. More detail on the consultation methodology can be found in Section 11 Appendix 3 of the Strategy document (Appendix A to this report).

- 2.4 The draft strategy objectives and application of the policies were supported or strongly supported by the majority of respondents. The most supported scheme was the Ely Southern Bypass with support also indicated for A10 dualling at Ely, Ely North Rail Junction, Soham Railway Station and improvements to A10/A14 Milton interchange (outside the District).
- 2.5 The consultation suggested a wide range of perceived barriers to walking and cycling for short journeys. The main themes included the suitability of facilities, missing links and the safety of routes.
- 2.6 Many issues with public transport were identified, including service frequency, and having a local service. Notably, very few people knew about Smart Travel Options such as car sharing or Personal Travel Planning, and there was limited interest in wanting to know more about them.
- 2.7 A variety of comments were made either by email or through the open comment question on the questionnaire. Comments were made on the lack of a reference to travel for leisure, issues with rat-running in certain villages, and many suggestions for new schemes among others. More detail of the results of the consultation can be found in Section 11 Appendix 3 of the Strategy document (Appendix A).

## 2.8 **Alterations to the Strategy after the consultation**

As a result of the consultation a few new sections were included and a number of sections were updated. More detail on the changes can be found in the TSEC Changes Log which is included in Appendix B. The most notable changes include new sections on key transport challenges in the District, devolution, walking and cycling for leisure and public rights of way, and improving road safety. A number of sections were also updated to reflect issues such as changes in the transport policy context, the strategy approach to public transport, walking and cycling, minor amendments to the draft TSEC policies, improvements to the passenger transport and rail networks sections, issues related to freight movements and heavy goods, and funding of transport.

- 2.9 The Action Plan has also been amended with number of new schemes added including HGV restrictions in the diamond area between the A10, A142, A141 and A14, many schemes having updated descriptions, and a two schemes removed (Shared used footway/cycleway on Eastern side of Lisle Lane, Ely, from Prickwillow Road to Cresswells Lane [completed]; Park and Ride site in a location south of Stretham; Improved bus service provision [operational issue]). The Action plan maps have also been updated.

## 2.10 Strategy Overview

The key sections and content of the updated Strategy are as follows:

<u>Section updated:</u>	<u>More detail added to subsections:</u>
Introduction:	Strategy development; Scope of the Strategy
Planning and Wider Context:	Land Use Planning and the Growth Agenda; Key Transport Issues in the District, Transport Policy Context, Devolution
Strategy Objectives	
The Strategy Approach	
TSEC Policies	
Improving the Transport Network:	The Passenger Transport Network; Rural Transport Services; The Rail Network; The Cycle and Pedestrian Networks; Walking and Cycling for Leisure and Public Rights of Way; The Road Network; Freight Movements and Heavy Goods Vehicles; Improving Road Safety; Technology; Smarter Choices; Further Work to Develop the Transport Strategy for East Cambridgeshire; Funding; Prioritisation and Delivery of the Strategy Program; Monitoring and Review
Action Plan	

- 2.11 The updated Strategy has seven objectives which build upon the Cambridgeshire Local Transport Plan 3 objectives, East Cambridgeshire District Council objectives and Cambridgeshire County Council priorities. These ensure that the Transport Network and Transport Initiatives:

1. Supports the economy and acts as a catalyst for sustainable growth
2. Enhances accessibility
3. Improves road safety
4. Connects new and existing communities with jobs and services
5. Prioritises sustainable transport alternatives and reduces impact of congestion on these modes
6. Contributes to reducing transport's contribution to air quality missions in particular NOx, PM10 and PM2.5 - the main transport related pollutants
7. Encourages healthy and active travel and supports people's well-being

- 2.12 The Strategy has eighteen policies which are used to help the strategy approach and have been taken into account when schemes have been developed and will also be used when new schemes are developed in the future. These policies are linked to achieving the Strategy objectives and in summary include:

- Policy TSEC 1: Supporting Growth  
Policy TSEC 2: Accommodating demand in Ely

Policy TSEC 3:	Accommodating demand in East Cambridgeshire
Policy TSEC 4:	National Networks, trunk roads and rail
Policy TSEC 5:	Planning Obligations
Policy TSEC 6:	Transport Assessments
Policy TSEC 7:	Supporting sustainable growth
Policy TSEC 8:	Improving bus services and infrastructure
Policy TSEC 9:	Access to jobs and services
Policy TSEC 10:	Improving rail services
Policy TSEC 11:	Improving community transport services
Policy TSEC 12:	Encouraging cycling and walking
Policy TSEC 13:	Provision of new highway capacity
Policy TSEC 14:	New roads within development sites, or to provide access to development
Policy TSEC 15:	Road Safety
Policy TSEC 16:	Air quality, carbon emissions and human health
Policy TSEC 17:	Protecting the environment
Policy TSEC 18:	Integrated Transport

### **3. ALIGNMENT WITH CORPORATE PRIORITIES**

#### **3.1 Developing the local economy for the benefit of all**

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

- The strategy refers to the growth identified in the East Cambridgeshire Local Plan. It includes a plan and tables identifying the growth figures for new housing and employment across the district in particular the large developments of Ely North and the Soham eastern expansion area.
- The strategy details the Ely Southern Bypass scheme and the benefits both strategically and locally for congestion, air quality and movement of vehicles on the local network.
- The outcomes of the A10 North Study being undertaken as part of the City Deal programme will need to be included in the final strategy.
- Section 2.8 outlines the TSEC objectives 1 which is key to achieving this priority.
- Section 2.9 outlines the TSEC policies 1 and 9 which are key to achieving this priority.

#### **3.2 Helping people live healthy and independent lives**

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

- The Transport Strategy or specifically the Action Plan of infrastructure that are delivered is critical in maintain accessibility to key services that enable people to live healthy and independent lives. The Transport Strategy has an emphasis on active travel which has many benefits in improving people's health.
- Section 2.8 outlines the TSEC objectives 2, 5 and 7 which are key to achieving this priority.
- Section 2.9 outlines the relevant TSEC policies which are key to achieving this priority and supports the schemes as outlined in the Action Plan.

### 3.3 Supporting and protecting vulnerable people

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

- The Transport Strategy objectives and policies support and protect vulnerable people. This is particularly relevant with regard to policies TSEC 15 Road Safety and TSEC 16 Air Quality, Carbon Emissions and Human Health. There are also schemes within the action plan that support and protect vulnerable people.
- Objectives 2, 3 and 6 particularly highlight this.

3.4 Appendix C of this report is a Community Impact Assessment of the Transport Strategy for East Cambridgeshire.

## 4. SIGNIFICANT IMPLICATIONS

Implications	Officer Clearance
<p><b><u>Resource Implications</u></b></p> <p>The schemes planned within the Action Plan of the Transport Strategy have significant cost implications but they are necessary to support the planned growth across East Cambridgeshire.</p> <p>Core capital funding for local transport schemes direct to local Highway Authorities has been cut significantly since 2010. The Transport Strategy recognises the current funding situation and explains this in more detail within the Funding section.</p> <p>The Transport Strategy document provides a policy basis against which the County Council can bid for funding for Transport Schemes from government and other bodies and for negotiation with developers for either the direct provision of or for contributions towards provisions of transport infrastructure and services.</p>	<p>There are no significant implications within this category.</p>
<p><b>Have the resource implications been cleared by Finance?</b></p>	<p>Yes Name of Financial Officer: Sarah Heywood</p>
<p><b><u>Statutory, Risk and Legal Implications</u></b></p> <p>The County Council as Local Highway Authority (LHA) has a statutory duty (Transport Act 2000 and Local Transport Act</p>	<p>There are no significant implications within this category.</p>

2008) to have a Local Transport Plan, this Transport Strategy sits under the umbrella of the Local Transport Plan.	
<b>Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?</b>	Yes Name of Legal Officer: Fiona McMillan
<b><u>Equality and Diversity Implications</u></b>  The Community Impact Assessment of the Third Cambridgeshire Local Transport Plan has been reviewed and updated alongside the development of the Transport Strategy for East Cambridgeshire. (See Appendix C)	There are no significant implications within this category.
<b>Are there any Equality and Diversity implications?</b>	No Name of Officer: Tamar Oviatt-Ham
<b><u>Engagement and Consultation Implications</u></b>  The Growth Delivery Joint East Cambridgeshire District Council /Cambridgeshire County Council Members Planning and Transport group have been involved in the development of the draft Transport Strategy. On the 25 June 2015 a Parish Forum allowed Parish Council to input suggestions for schemes in the action plan.  The draft strategy underwent a six week consultation process on 29 <sup>th</sup> April 2016, as detailed in section 2.3. After the consultation the results of the consultation were presented to the Joint Planning and Transport Steering Group for East Cambridgeshire.	There are no significant implications within this category.
<b>Have any engagement and communication implications been cleared by Communications?</b>	Yes Name of Officer: Mark Miller
<b><u>Localism and Local Member Involvement</u></b>  Please see the engagement and consultation implications section above.	There are no significant implications within this category.
<b>Are there any Localism and Local Member involvement issues?</b>	No Name of Officer: Paul Tadd

<p><b><u>Public Health Implications</u></b></p> <p>The Transport Strategy addresses health issues including, air quality, noise, accident reduction, access to health care and the health benefits of active travel. The Public Health team have also provided comments on this draft of the Strategy and if the Transport Strategy is approved for wider consultation the Public Health team will be a key stakeholder.</p> <p>A Public Health grant was used to procure the services and expertise of Living Streets in order to consult harder to reach groups as part of the consultation.</p>	<p>There are no significant implications within this category.</p>
<p><b>Have any Public Health implications been cleared by Public Health</b></p>	<p>Yes Name of Officer: Tess Campbell</p>

## 5. **SOURCE DOCUMENTS / BACKGROUND PAPERS**

There are no direct source documents for this report. The Transport Strategy for East Cambridgeshire has clear referencing and a reference section.