

Transport Strategy for East Cambridgeshire 2016

Transport Strategy and High Level Programme

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Executive summary

This document 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 East Cambridgeshire and goes on to develop objectives and policies which provide the framework for the development of an action plan of schemes. The document also provides information on the funding of the transport schemes within the action plan. The Strategy covers the period 2016-2031 and aligns with the timescales of the Cambridgeshire Local Transport Plan.

The strategy has been developed in partnership with East Cambridgeshire District Council and councillors from Cambridgeshire County Council and East Cambridgeshire District Council. A scoping consultation was carried out in the summer of 2014 which helped provide focus for the drafting of the strategy. In the summer of 2015 input regarding specific schemes was gained through attending a Parish Council Forum.

A draft strategy was produced and approved for public consultation by the Economy and Environment Committee at the County Council on the 3 December 2015. Following this a consultation was carried out in February and March 2016 the result of which have fed into this updated strategy. This strategy was taken to the Economy and Environment Committee on the 16 December 2016 where it was adopted, minor changes were made following comments at Committee and the strategy was published in July 2017.

Glossary of terms

Collision: an accident or driver error which can result in property damage and impact on health.

Community transport: transport options for people who have difficulty using conventional public transport.

Cycling infrastructure: shared use/ segregated cycle paths, cycle lanes

HGV: Heavy Goods Vehicle

JSNA: Joint Strategic Needs Assessment

LTP3: Third Local Transport Plan

LTTS: Long Term Transport Strategy

PROW: Public Rights of Way

Section 106 Agreement (S106): Planning obligation under Section 106 of the Town and County Planning Act 1990 (as amended) are a mechanism which makes a development proposal acceptable in planning terms. They are focused on site specific mitigation of the impact of development.

TDP: Transport Delivery Plan

Walking infrastructure: footways/ walkways, pedestrian crossings, dropped kerbs

1. Introduction

East Cambridgeshire is a mainly rural district located to the north-east of Cambridge. The district covers an area of 655km² and has a population of almost 81,000. There are three main settlements including the city of Ely and the market towns of Littleport and Soham. Approximately 45% of the district's population live in these settlements with the rest spread between approximately 50 villages.

The district benefits from an attractive rural environment, containing a variety of special landscape, natural and built heritage features. In a 2014 survey, East Cambridgeshire was ranked in the top 40 districts in the UK for quality of life¹. In recent years, East Cambridgeshire has experienced considerable population and housing growth due to its location within a growth area, owing largely to the success of the Cambridge economy. In turn there are high levels of out-commuting to jobs in the Cambridge area despite an increase in vacancies locally. While the pace of growth has slowed, the district remains the fastest growing in Cambridgeshire.

East Cambridgeshire District Council adopted its Local Plan in April 2015². The plan sets out the expected number of new jobs and homes for the area. This document should be read alongside the Local Plan to appreciate the full context of the strategy. The Local Plan has a target of delivering 11,500 dwellings and 9,200 additional jobs in the local plan period which runs to 2031. At a full council meeting in July 2015³ East Cambridgeshire District Council took the decision to review the Local Plan, the reasons for the review and timescales are given in more detail in the Land use Planning and the Growth Agenda section of this document.

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.

This strategy is intended to provide the local context of Cambridgeshire's Local Transport Plan and has been developed to cover the period 2016-2031 until the next review of the Local Transport Plan. The Action Plan included at the end of this document will remain a 'live' document and will be updated when required.

While the strategy covers the district of East Cambridgeshire it also considers the transport beyond the district boundaries from the ring of towns around Cambridge, especially as a significant amount of the population looks to Cambridge and Newmarket as service centres. In addition to the detailed consideration of the Local Plan period to 2031, the strategy looks beyond this, and considers how the transport network and trip making patterns may develop in the longer term.

¹ <http://www.thisismoney.co.uk/money/mortgageshome/article-2880889/The-50-best-places-live-UK-Hampshire-district-retaining-Hart-retains-spot.html>

² <http://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan>

³ <http://www.eastcambs.gov.uk/meetings/council-16072015>

Many of the measures in this strategy are intended to help facilitate and support new development. As such, developers will be expected to contribute to the delivery of the strategy measures by way of contributions through the appropriate channels, namely through the Community Infrastructure Levy (CIL), Section 106 (S106) Agreements for measures specific to a site and direct delivery of measures where appropriate.

East Cambridgeshire District

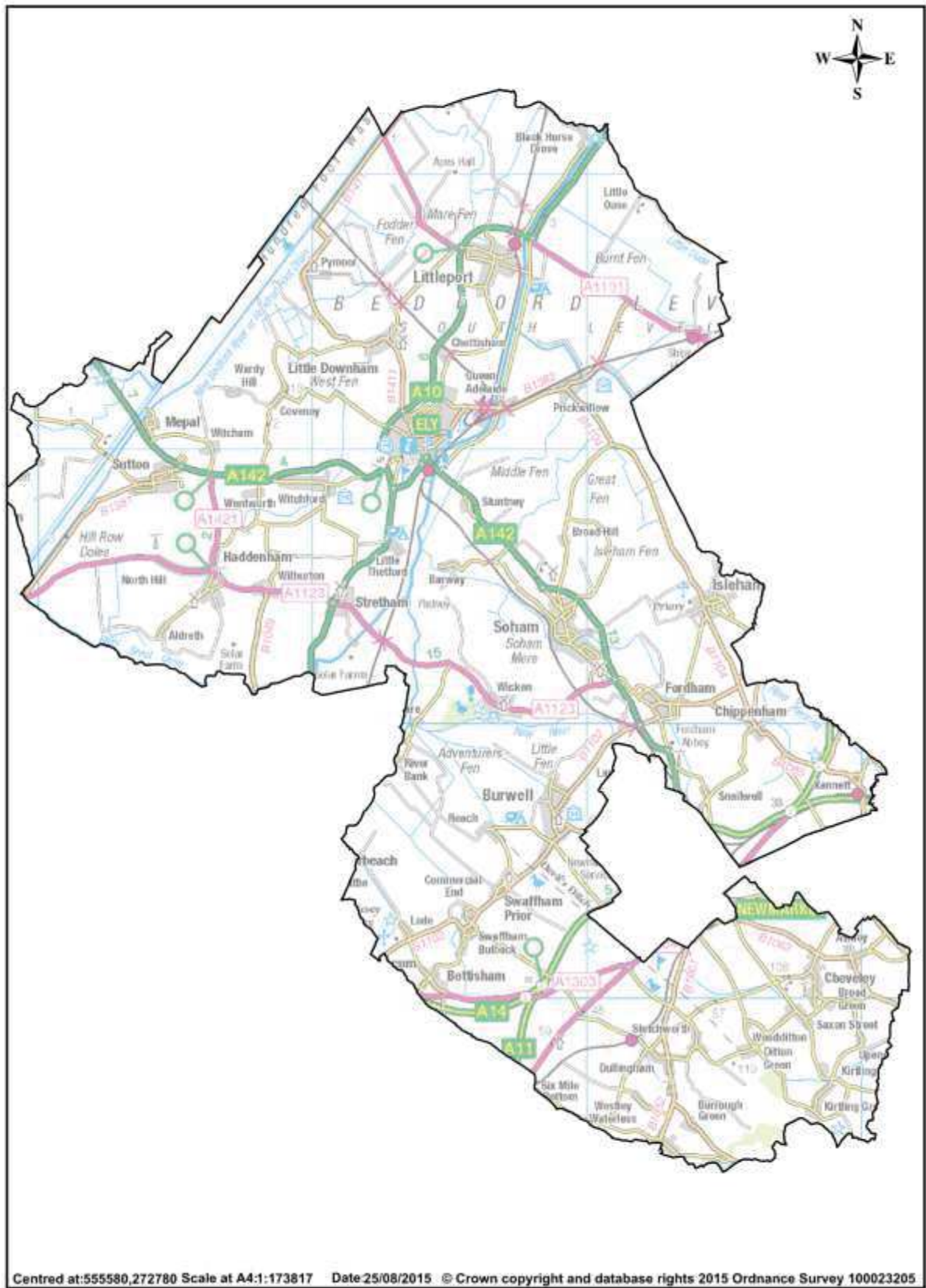


Figure 1: Road and Rail networks in East Cambridgeshire. (Source: Cambridgeshire Long Term Transport Strategy)

Strategy Development

The Transport Strategy for East Cambridgeshire was developed following a scoping exercise undertaken in the summer of 2014 and consultation with officers at the district and county council. In early 2016, the draft strategy was presented to the general public for consultation, and people were asked for their views on the strategy objectives, policies and action plan of schemes. Following the comments from the consultation, the strategy was updated, and a report summarising the main results has been appended to this strategy.

The strategy will not be set in stone; it will be subject to monitoring and review throughout its lifetime. Review of the strategy will be undertaken when needed and may be triggered by a number of factors:

- Changes in the land use planning context set by the Local Plan.
- Changes in other relevant policy areas.
- Changes in the funding environment for transport infrastructure and services.
- Review of how successful interventions have been in addressing problems, and any changes to the strategy necessary to address problems or to reflect and seek to replicate successes.

The action plan is a live document that will be reviewed and rolled forward on a regular basis in line with the approach and policies set out in this strategy. The action plan contains an outline programme of improvements to 2031 and it is aligned with the sequence of development proposed in the Local Plans.

The action plan will be updated and reviewed regularly by the Joint East Cambridgeshire District Council and Cambridgeshire County Council Member and Officer Steering Group for Planning and Transport to ensure the schemes and measures are progressed in relation to priority, and as funding opportunities arise. The group will also oversee the further development of the action plan, which will involve work with local stakeholders to populate the more local interventions across East Cambridgeshire. Officers from neighbouring Local Authorities have been consulted on this Strategy and will continue to be involved as projects develop.

Scope of the strategy

The strategy:

- Covers the East Cambridgeshire District. It will also consider neighbouring areas where there is a strong transport or economic link.
- Considers all modes of transport used for local trips, including trips on the trunk and principal road and motorway network some of which is managed by Highways England, and the rail network managed by Network Rail.
- Identifies interventions to address current problems on the transport network.
- Takes account of jobs and housing growth planned in East Cambridgeshire and in surrounding Districts in the period to 2031 and identifies interventions to provide for the transport demands of that growth.

- Supports interventions that will minimise the need to travel.
- Seeks to contribute to health outcomes and build on the evidence base of the Joint Strategic Needs Assessment (JSNA) findings to improve health and wellbeing
- The strategy recognises the importance of the built environment, heritage and street scape and the need to take this into account as transport schemes are developed- particularly in Ely, Littleport, Soham and the villages of East Cambridgeshire. It also recognises that the built environment can be a key constraint when transport schemes are being developed.
- Recognises that the dispersed rural population of East Cambridgeshire and the growing population of settlements looking towards Cambridge bring different challenges and different solutions.

The strategy sets out what needs to be done to ensure that the transport network can continue to provide for local transport needs, and that new transport provision keeps pace with economic, housing and employment growth in the county. It focuses on enhancing the links between key destinations and centres of employment and growth. It seeks to enhance accessibility, especially for residents living in more rural parts of the district.

The strategy reflects that as East Cambridgeshire is a largely rural district, it has many areas where the private car is always likely to remain the dominant form of transport for journeys longer than local trips. However, with growth focused on Ely, Littleport and Soham the opportunities for use of rail services, walking and cycling for more trips will increase. The strategy therefore looks to facilitate access to rail services as a means to commute into work. A comprehensive pedestrian and cycle network will also provide for many more trips by foot or by bike, and will complement the rail network.

The strategy acknowledges various capacity constraints on the strategic and primary road networks, and identifies ways of resolving these in the long term. It also identifies local highways issues that are of concern to residents.

Vision

This document supports the Cambridgeshire Local Transport Plan vision of:

“Creating communities where people want to live and work: now and in the future”



Photo – Ely Marketplace

2. Planning and wider context

Land use planning and the growth agenda

This strategy has been developed taking into account the Adopted Local Plan for East Cambridgeshire (2015). The Local Plan sets out the Local Planning Authority's (East Cambridgeshire District Council) policies for the development and use of land in their area.

East Cambridgeshire District Council began a process of review of the Local Plan in 2010, in response to the Government's abolition of top-down regional housing targets (in the Regional Spatial Strategy), the Government's commitment to 'localism' and the National Planning Policy Framework (NPPF). In compliance with the NPPF, they take account of the evidenced need for development to cater for forecast demographic changes and economic activity. The plans for East Cambridgeshire also take account of the ability of existing infrastructure to cope with growth, and the ability to provide new infrastructure to serve the development.

Economic growth in East Cambridgeshire continues, and jobs growth in the area remains strong. The attractiveness of Cambridgeshire as a place to live combined with this growth has led, over the years, to high house prices and to many people who work in the area being unable to afford to live in the area. Housing allocations contained in the Local Plans will go some way to rebalancing local supply and demand.

Housing, Population and Employment Numbers

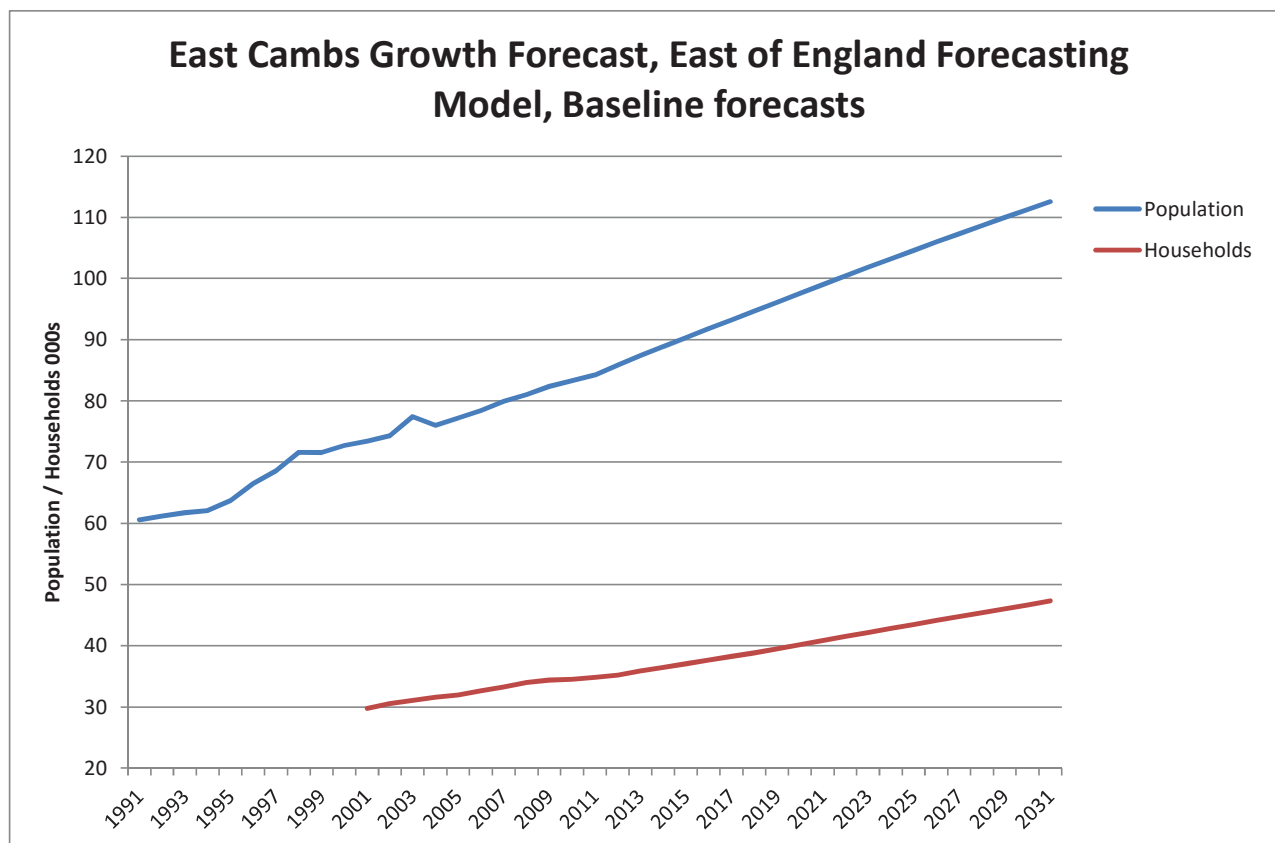


Figure 2: Predicted growth in East Cambridgeshire. Data source EEFM 2013:
<http://www.cambridgeshireinsight.org.uk/eefm>

The Local Plan is important in itself in locating new development in sustainable locations which mean that the need to travel in the first place is either reduced or removed. The provision of infrastructure such as high speed broadband is crucial in this respect to enable people to work from home or in other remote locations. Funding has been secured to accelerate the roll-out of high speed broadband across the area.

However, if growth is to occur in the area, the transport network must be capable of dealing with it sustainably. The Transport Strategy for East Cambridgeshire should be read alongside the Local Plan.

District	Housing Growth	Jobs Growth
Cambridge	14,000	
South Cambridgeshire	19,000	
East Cambridgeshire	11,500	9,200
Fenland	11,000	Rest of Cambridgeshire 61,800
Huntingdonshire	17,000	
Cambridgeshire Total	72,500	71,000
Forest Heath- Single Issue Review⁴	7,000-7700	7,300
Kings Lynn and West Norfolk⁵	16,500 (2001-2026)	66 hectares of employment to be allocated between 2010-25

Table 1: Housing and Employment Growth in Cambridgeshire 2011-31 and other neighbouring districts Source: East Cambridgeshire local plan and other districts local plans

East Cambridgeshire has an agreed target to deliver a total of 11,500 dwellings between 2011 and 2031; however the latest published projections indicate that an estimated 12,000 dwellings could come forward during this timeframe. A minimum of 9,200 jobs are agreed to be required in East Cambridgeshire throughout the Local Plan period. Using methods outlined in the 2015 Local Plan document, this equates to approximately 70 hectares of land as a minimum requirement however additional land has been allocated for a number of reasons as set out in the document. Tables 2 and 3 provide more detail for how and where housing and employment are likely to be delivered in East Cambridgeshire over the Local Plan period.

Figure 3 shows the key allocations on a map

Location	Completions 2011/12-2012/13	Outstanding commitments as at 1.4.13	Large potential sites	Small windfall sites	Specific rural sites	Allocations	TOTAL
Market towns	458	950	315	241	0	5,849	7,782
<i>Ely</i>	95	145	56	68	0	3,679	4,043
<i>Soham</i>	260	256	40	114	0	1,620	2,290
<i>Littleport</i>	103	549	188	59	0	550	1,449
Villages	200	321	276	421	70	659	1,947
Rural windfall estimates	-	-	-	471	-	-	471
Broad locations	-	-	-	-	-	-	1,800
Total	658	1,271	560	1,133	70	6,508	12,000*

*Using the latest published projections, an estimated 12,000 dwellings could come forward in the Local Plan timeframe, exceeding the minimum agreed level of provision.

⁴ http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm

⁵ https://www.west-norfolk.gov.uk/info/20092/core_strategy

Table 2: Summary of estimated housing supply 2011-31 Source: East Cambridgeshire Local Plan 2015

Settlement	Outstanding commitments*	Allocations identified in the Core Strategy	'New' allocations	Total allocations (hectares)	TOTAL hectares
Ely	19.42	40.5	20.52	61.02	80.44
Soham	1.54	11	8	19	20.54
Littleport	1.93	4.77	8.6	13.37	15.3
Bottisham	0.23	1	0.2	1.2	1.43
Burwell	-0.65	5.5	-	5.5	4.85
Haddenham	-0.12	-	0.8	0.8	0.68
Sutton	16.38	-	-	-	16.38
Fordham	0.66	7	29.5	36.5	37.16
Isleham	0.01	-	1	1	1.01
Pymoor	0.56	-	-	-	0.56
Swaffham Prior	-	-	1	1	1
Burrough Green	-	-	-	-	0
Stretham	-0.08	-	-	-	-0.08
Cheveley	0.09	-	-	-	0.09
Wicken	-0.42	-	-	-	-0.42
Witchford	0.77	-	-	-	0.77
TOTAL	40.32	69.77	69.62	139.39	179.71 ha

Table 3: Summary of estimated B1/B2/B8 employment land supply 2013-31 (hectares) Source: East Cambridgeshire Local Plan. 2015 *The figures exclude Lancaster Way Business Park and the Octagon Business Park which have previously gained permission but are allocated in this Local Plan.

It should be noted that as East Cambridgeshire District Council are developing an emerging Local Plan the above figures will be updated. In January 2016 a report titled East Cambridgeshire Objectively Assessed Housing Needs⁶ was published. This updated the housing need in East Cambridgeshire and highlights this as being 14,300 dwelling between 2014 and 2036 (650 dwellings per annum).

Forest Heath District Council have recently consulted on their single issue review of Core Strategy Policy CS7⁷ Overall Housing Provision. The consultation sets out two options for the level of housing development across the district. The consultation ended in July 2016. Following the consultation a final draft will be prepared which the Council will submit to the Secretary of State for an independent planning examination late in 2016.

⁶ http://www.eastcambs.gov.uk/sites/default/files/ECDC_OAN-Update_08-02-2016.pdf

⁷ http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm

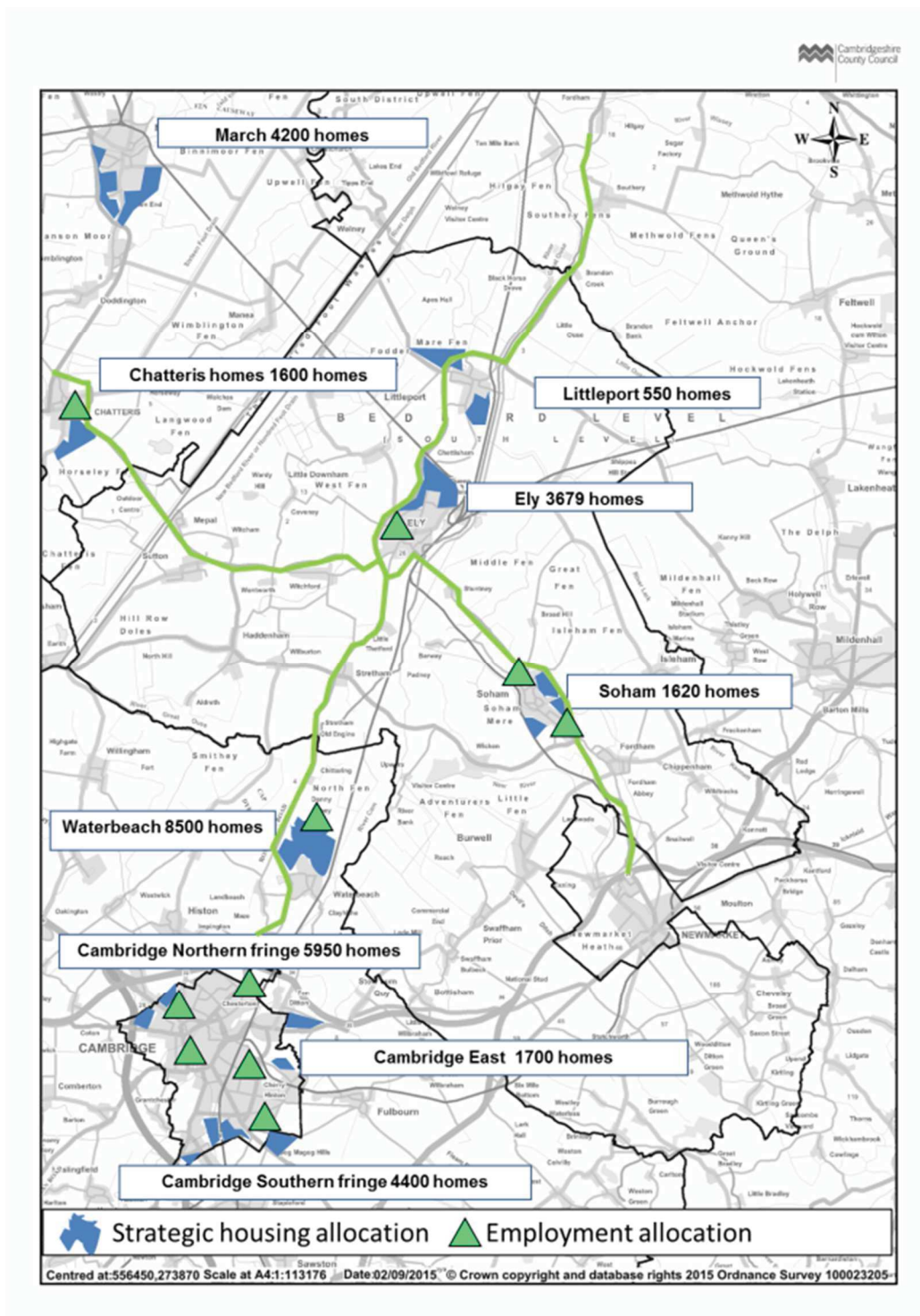


Figure 3: Location of Planned Employment and Housing Growth

Transport Infrastructure within the Local Plan

The Local Plan provides a list of the key infrastructure requirements within the district. It is noted that the list is not exhaustive. The transport related infrastructure is listed below:

- Highway improvements associated with the development of North Ely
- Ely Southern Bypass
- Dualling of the A10 between A142 Witchford Road and A142 Angel Drove
- Improvements to Queen Adelaide Way
- Improvements to the junctions of the A14/A142 and A14/A10

- Capacity and junction improvements to the A10
- Development of Soham Railway Station
- Improvements to Ely Railway Station (passenger transport interchange, improved pedestrian and cycle access and increased car and cycle parking) and Littleport Railway Station (increased car parking)
- Improved rail and bus services
- Improvements to pedestrian and cycle networks within and between settlements

Policy COM7: Transport Impact- from East Cambridgeshire Local Plan 2015

Development should be designed to reduce the need to travel, particularly by car and should promote sustainable forms of transport appropriate to its particular location. Opportunities should be maximised for increased permeability and connectivity to existing networks.

Development proposals shall:

- Provide safe and convenient access to the highway network
- Provide a comprehensive network of routes giving priority for walking and cycling
- Protect existing rights of way or allow for agreed diversions in exceptional circumstances
- Consider the travel and transport needs of people with disabilities
- Accommodate the efficient delivery of goods, supplies and services
- Be capable of accommodating the level/type of traffic generated without detriment to the local highway network and the amenity, character or appearance of the locality
- Be accompanied by a Transport Statement where appropriate; or if the proposals are likely to result in significant transport implications, be accompanied by a Transport Assessment. The coverage and detail of this should reflect the scale of development and the extent of the transport implications
- Be accompanied by a Travel Plan for residential and non-residential developments that are likely to generate significant amounts of traffic
- Within g and h indicate any steps to mitigate impacts relating to noise, pollution, amenity, health, safety and traffic

Transport schemes that are required to support the deliverer of the local plan will be incorporated into the action plan of the transport strategy.

East Cambridgeshire Local Plan Review

A decision was taken at an East Cambridgeshire District Full Council meeting in July 2015⁸ that the Local Plan should be reviewed. It was noted that the current Local Plan will form the basis of determining planning applications for the next few years. More information regarding the Emerging East Cambridgeshire Local Plan is available online⁹. It is possible that the Action Plan of the Transport Strategy may need to be updated to support the Emerging East Cambridgeshire Local Plan.

⁸ <http://www.eastcambs.gov.uk/meetings/council-16072015>

⁹ <http://www.eastcambs.gov.uk/local-development-framework/local-plan-review>

Traffic growth and the impact of new development

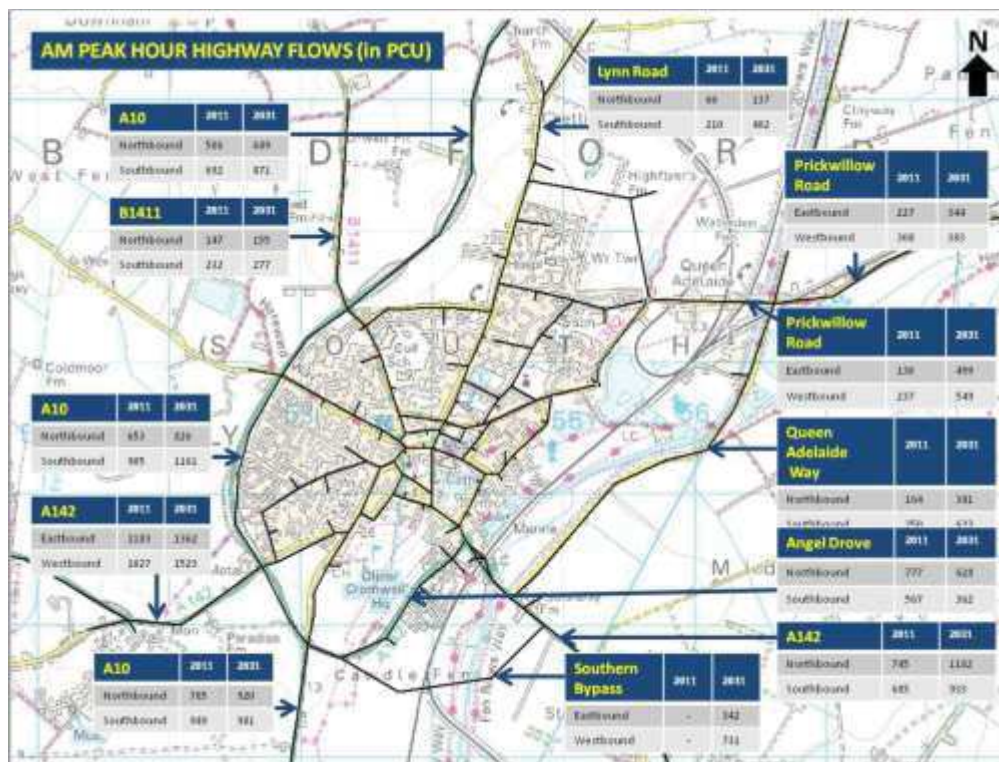
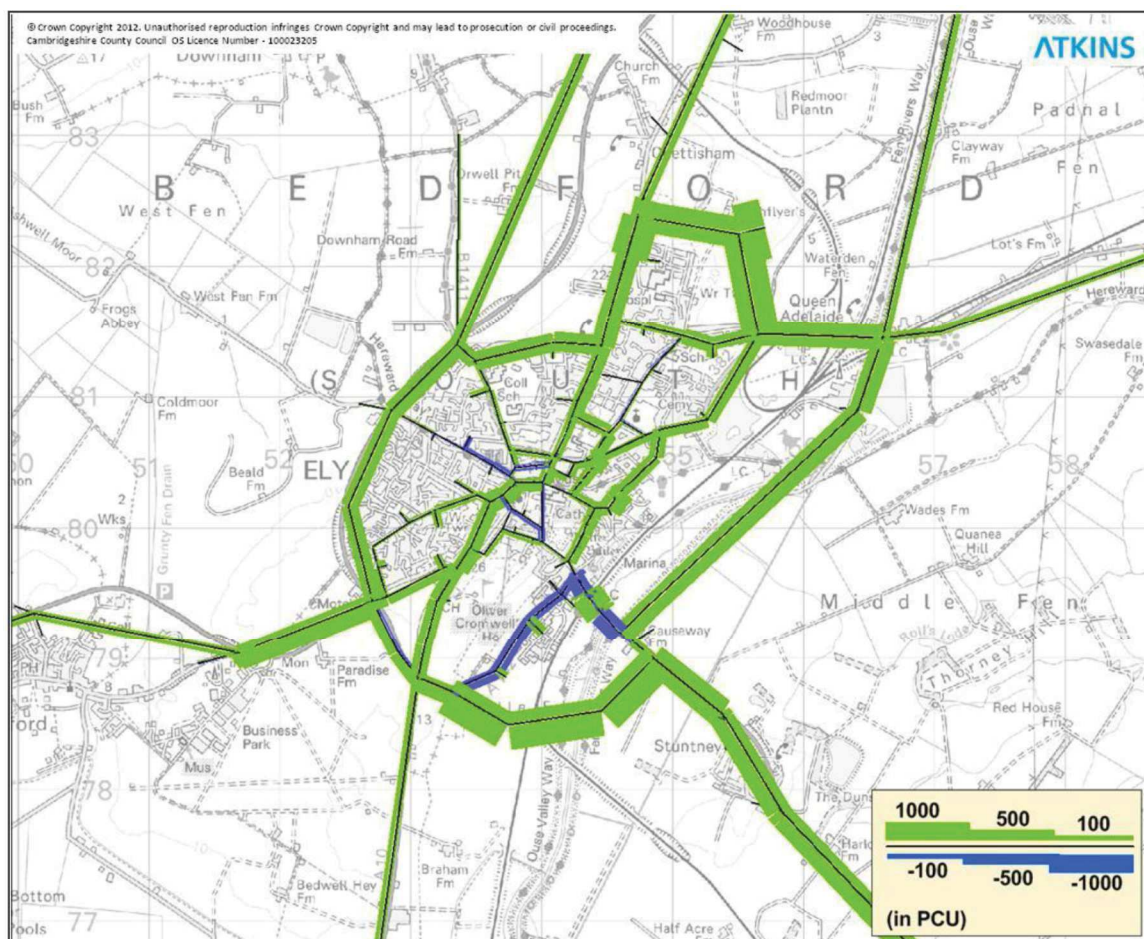
Traffic modelling of the growth proposals set out in the East Cambridgeshire Local Plan indicates that the level of growth in the 2031 model will cause greater levels of congestion than are experienced today in and around Ely.

Modelling that has been carried out in East Cambridgeshire investigated a range of different growth scenarios and looked at the impact these would have on travel demand and therefore the predicted levels of congestion. There are two transport models that cover Ely, these are the Cambridgeshire Sub-Regional Model (CSRM) and the Ely Simulation Traffic Assignment Model (SATURN) model which covers Ely in the most detail and the network extends as far as Littleport in the north, Soham and Stretham in the south and Witchford in the west, it also includes roads such as the A10 and A142.

The modelling reports are available online¹⁰ and offer details into the different growth scenarios that have been modelling to show the potential impact of different levels of growth on traffic flows. All the inventions and growth scenarios that were modelled cannot be summarised within this strategy but the following ©Crown Copyright 2012- Cambridgeshire County Council OS Licence Number 100023205

Figure 4 highlights the increase in flows between the 2011 base and the 2031 Local Plan scenario (this scenario assumes the Ely Southern bypass is open).

¹⁰ <http://www.eastcambs.gov.uk/sites/default/files/mpvol1.pdf>
<http://www.eastcambs.gov.uk/sites/default/files/mpvol2.pdf>
<http://www.eastcambs.gov.uk/sites/default/files/mpvol3.pdf>
[http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20\(oct12\).pdf](http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20(oct12).pdf)



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Figure 4: Changes in highway link flows in the morning peak between 2011 and 2031. Source: East Cambridgeshire Local Plan Transport Test (October 2012).

The traffic modelling carried out shows that measures will be required to address/accommodate growth. As a result a package of measures was tested and it was found that these would have a beneficial effect by helping to reduce some of the predicted car growth and associated congestion.

Measures modelled as part of Ely Modelling Study (2009)

- Dual the section of the A10 between the A142 Witchford Road and A142 Angel Drove roundabouts, Provision of a cycle bridge over A10 with upgraded bridle way link to Lancaster Way.
- Close High Barns to through traffic just south of Kings Avenue, providing a less congested route for a new shuttle bus service between Ely northern expansion and the Rail Station / Tesco's to encourage mode shift to public transport. Proposal includes bus gate on Brays Lane and signal control at the junction of Kings Avenue / Lynn Road.
- Removal of on-street parking on Lynn Road to allow for a cycle lane southbound from just south of Cam Drive up to Deacons Lane. Allocate space for lane turning into Deacons Lane. Extend 2 lane approach to Nutholt Lane.
- Pedestrianisation of High Street and Market Street
- Improvements to Queen Adelaide Way – junction improvements with A142 and new link with Prickwillow Road

The package would also mitigate some of the implications of this growth through increasing the modal shift and number of non-car trips within the area. However, despite these improvements there will be a growth in car traffic and further demand management and smarter travel measures will be necessary to help reduce car growth even further. The strategy recognises the main service centres in the district and neighbouring areas as being Ely, Littleport, Soham, Newmarket, Cambridge and Bury St Edmunds.

As the local highway authority, the County Council has the responsibility of evaluating the potential transport impacts of new development proposals. Where necessary this may include securing of mitigation measures to avoid unacceptable or “severe” impacts.

Key Transport Issues in the District

Below are the key transport issues that have been identified in the district. In no particular order, these are:

- Limited highway capacity
- Missing links on the walking and cycling network
- Impact of HGVs on villages
- Availability of public transport in rural areas
- Improving the transport network without having a negative impact on the historic and natural environment can be difficult
- Dispersed rural communities mean that addressing transport needs sustainably can be difficult due to distances travelled
- Road safety issues associated with rural roads
- Access to Cambridge can be difficult during peak times
- Limited rail capacity
- Climate change impacts on transport infrastructure

Transport Policy Context

A number of additional policies have been referenced in the preparation of the Strategy. These have been summarised below.

The Third Cambridgeshire Local Transport Plan¹¹

The Third Cambridgeshire Local Transport Plan (LTP3) covers the period 2011-2026 and demonstrates how our policies and plans for transport will contribute towards the County Council's vision- creating communities where people want to live and work: now and in the future. It provides a framework for this strategy, setting out the policies and strategies necessary to ensure that planned large-scale development can take place in the county in a sustainable way. It should be noted that noise is highlighted as an issue in LTP3

This strategy looks to apply the LTP's overarching policies and objectives at a local level whilst reflecting the local needs and views. The LTP is a live document and will be updated to incorporate the TSEC, which will be adopted as part of the LTP3 suite of documents, which inform the Transport Delivery Plan¹².

Cambridgeshire Long Term Transport Strategy¹¹

The Cambridge Long Term Transport Strategy (LTTS) details how the transport network will be developed to:

- Support sustainable growth across Cambridgeshire to 2031 in accordance with Local Plans
- Consider longer term aspirations in support of sustainable growth to 2050
- Support the Greater Cambridge Greater Peterborough Growth Prospectus

The LTTS provides a clear policy basis for investment decisions for strategic transport policies which support sustainable development and continued economic prosperity. It links the delivery of transport infrastructure and services that are required to enable and provide for planned growth to the delivery of that growth, and will be used to secure funding to deliver our transport priorities.

It contains an Action Plan setting out the infrastructure requirements for development over time and will provide an evidence base and build a case for improvements to the rail network and other infrastructure.

The Rights of Way Improvement Plan¹³

The Rights of Way Improvement Plan (ROWIP) was adopted in 2006 as part of the Cambridgeshire Local Transport Plan 2006-2011. The Plan was formulated following considerable research, data gathering and extensive public and stakeholder consultation with the Local Access Forum playing a key part in the plan's development. The Plan is well used and has been invaluable to helping to bring improvements to the rights of way network and enhancing countryside access.

¹¹ http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies

¹² http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

¹³ <http://www.cambridgeshire.gov.uk/ltp>

The updated ROWIP has now been adopted following consultation in late 2015. The update to the ROWIP summaries the progress made since it was adopted in 2006 and sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statement of Action. This update to ROWIP forms part of the third iteration of the Local Transport Plan LTP3.

Cambridgeshire Health and Wellbeing Strategy 2012-2017

Good health and wellbeing is fundamental to enable us to live an active and fulfilled life and play a role in our local communities. In Cambridgeshire, we are fortunate to live in a part of the country where the health of local people is generally better than the England average. Whilst this is encouraging, it can mask some real challenges and marked differences between communities. We know that some local people experience significant disadvantage and inequalities in health, and it is the aim of the Health and Wellbeing Board to improve the health of the worst off fastest.

The Health and Wellbeing Strategy¹⁴ focuses on six proprieties to improve the physical and mental health and wellbeing of Cambridgeshire residents. These include:

1. Ensure a positive start to life for children, young people and their families.
2. Support older people to be independent, safe and well.
3. Encourage healthy lifestyles and behaviors in all actions and activities while respecting people's personal choices.
4. Create a safe environment and help to build strong communities, wellbeing and mental health.
5. Create a sustainable environment in which communities can flourish.
6. Work together effectively.

Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020

The Cambridgeshire and Peterborough Road Safety Partnership (CPRSP) has produced a 5 year strategy which details the vision to prevent all road deaths across Cambridgeshire and Peterborough and to significantly reduce the severity of injuries and subsequent costs and social impacts from road traffic collisions. The following groups have been identified as the key priorities for intervention at the outset of this strategy:

- Collisions involving young people
- Collisions involving pedal cycles
- Collisions involving motorcycles
- Collisions on rural roads (including inappropriate speed)

As part of this partnership we will work to improve road safety in East Cambridgeshire to achieve the three targets adopted by CPRSP to achieve this vision:

- To reduce the number of people killed or seriously injured (KSI) in collisions by at least 40% by 2020.
- To reduce the number of children killed or seriously injured in collisions by at least 40% by 2020.
- To reduce the number of cyclists and pedestrian killed or seriously injured in collisions by at least 40% by 2020.

¹⁴http://www.cambridgeshire.gov.uk/info/20004/health_and_keeping_well/548/cambridgeshire_health_and_wellbeing_board

Cambridgeshire Green Infrastructure Strategy 2011

Green Infrastructure is part of our natural life-support system. It is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks, which help to define and to link the communities with each other and to the surrounding landscape.

In 2011, the Cambridgeshire Green Infrastructure Strategy 2011¹⁵ was published. This Strategy is designed to assist in shaping and coordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future.

East Cambridgeshire forms Strategic Area 4 for Eastern Fens and Towns, and is focused on the three market towns of Ely, Littleport and Soham and their surrounding Fenland landscape as well as the navigable Ely Ouse River.

Transport and Health

Transport can have a major impact on health both positive and negative. Both the Third Cambridgeshire LTP¹⁶ and the Transport and Health JSNA (Joint Strategic Needs Assessment)¹⁷ highlight the factors that can have a positive and negative impact. Appendix A provides a summary of the Joint Strategic Needs Assessment (JSNA).

The JSNA focused on three priority areas where transport impacts health:

- Air pollution
- Active transport
- Access to transport

The key findings are as follows:

Air pollution

There are hot spots in Cambridgeshire caused by traffic-related pollution, especially in busy urban areas and around arterial and trunk roads such as the A14.

It has been estimated that there were 257 deaths attributable to air pollution in Cambridgeshire in 2010 and that over 5% of Cambridgeshire's population mortality is attributed to air pollution. Air pollution also impacts respiratory and cardiovascular hospital admissions and incidence of respiratory disease. There are higher levels of nitrogen dioxide in the winter months and peaks of larger particulate matter in the spring, which may lead to seasonal health impact.

Small particulates from traffic and other sources can also get into buildings contributing to poorer indoor air quality. Although concentrations of pollutants are lower in level than in ambient (outdoor) air pollution, people spend most of their time indoors and therefore receive most of their exposure indoors.

¹⁵http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_space

¹⁶ <http://www.cambridgeshire.gov.uk/ltp>

¹⁷ <http://www.cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15>

Several options for addressing air pollution in Cambridgeshire were identified:

- Lower emission passenger transport fleet (e.g. buses and taxis) and traffic restraint.
- Modal shift from cars to walking and cycling.
- Further investigation into the potential for reducing specific person exposure including: Text alerts to vulnerable patient groups; monitoring measures to improve indoor air quality especially in newer office buildings; Better use of health evidence when assessing the populations exposed in new developments; Further understanding around the seasonal impact of air pollution and potential measures that could reduce this.

Active Travel

Active travel to and from work, and in the course of work, is a good way for many people to get active and work towards the 30 minutes a day target. Increasing physical activity reduces all-cause mortality and reduces ischemic heart disease, stroke and dementia. Those that are most inactive benefit the most, with even small increases in walking and cycling helping health.

In general, the proportion of people who use active transport for work decreases with distance and most notably in those that walk, although cycling rates do not decline until the trip is longer than 5km (3.1 miles).

Traffic cordon data shows that walking is more common in the market towns and cycling more common in Cambridge City. In Cambridgeshire, nearly 60% of primary school children walk to school, but only 35.3% of secondary school children do. Cycling is much less popular with only 6.7% of primary school and 15.5% of secondary school children cycling to school. Car trips still account for 26.4% of primary school trips and 10-15% of secondary school trips.

Potential next steps should therefore focus on the following concepts:

- Improving safety and perception of safety – addressing issues around immediate environments of cycle and walkways to encourage walking and cycling.
- Infrastructure - providing the right physical environment for people to walk and cycle especially focusing on reducing the distance by bicycle or walking compared to other modes of transport.
- Culture - tackling the different barriers that prevent people being active, taking into account social and economic inequalities, age and disability and understanding the cultures of those who will benefit the most.
- Further assessment of data and intelligence - to enable targeting of initiatives.

Access to transport

The availability and accessibility of means of transport is important as an enabler of access and travel to services and social opportunities.

Factors that may make people vulnerable to transport barriers include:

- Those who may be socially excluded (or in lower socioeconomic groups)
- Those living in rural areas
- Those without cars or stopping driving
- Those lacking the knowledge or skills and confidence to use available modes of transport

There is international evidence to suggest that transport barriers are a contributory cause of missed and cancelled health appointments, delays in care, and non-compliance with prescribed medication. These forms of disrupted and impaired care are associated with adverse health outcomes.

The economic costs (time and money) of accessing health care are borne by those with the highest attendance of health services due to the nature of their conditions, and travelling the furthest distances. There is evidence that making these journeys, and parking in particular, incurs some stress and anxiety.

There is considerable complexity in planning and making journeys by public and community transport in Cambridgeshire. There are wider access issues in reaching and benefitting from public and community services, including the distance to bus stops and using buses, frequency of services, and the cost of journeys. The limited options on destinations and times of services, or the necessity of making advance bookings for other services, do not fully meet peoples' desires or needs to get out and about. This can hamper timely and appropriate travel to health care.

Community transport schemes provide an important contribution to journeys to health services, particularly to hospital appointments. Many schemes report concerns about meeting increasing demands on their services.

Through the JSNA process stakeholders have identified several options for addressing transport disadvantage in Cambridgeshire:

- A system-level perspective on health and transport planning
- The exploration of additional bus provision or novel alternatives to increase the levels of non-private transport options
- Alternative models of supporting health, benefitting from opportunities such as integrated care and tele-health and digital solutions in reducing need to travel to health services
- Further analysis of travel to GP practices and other forms of health services, including out of hours' services, and more detailed qualitative inquiry work with local residents who face transport barriers in travelling to health services.

Devolution

The Government is talking to councils across the UK about devolution. Devolution is when some powers, responsibilities and funding are transferred from central government to local areas. This means that more decisions could be decided locally by a combined authority, made up of existing authorities. The combined authority could make decisions on the following things: housing, transport and major infrastructure projects.

The Cambridgeshire and Peterborough devolution proposal includes forming a Combined Authority that would include the following organisations – Peterborough City Council, Cambridgeshire County Council, Fenland District Council, Huntingdonshire District Council, East Cambridgeshire District Council, South Cambridgeshire District Council, Cambridge City Council and the Greater Cambridge Greater Peterborough Local Enterprise Partnership.

The proposal is currently being considered by central government. Key aspects of the proposal related to transport in East Cambridgeshire include:

- A new £20 million annual fund for the next 30 years (£600 million) to support economic growth, development of local infrastructure and jobs
- Transport infrastructure improvements such as the A14/A142 junction, upgrades to the A10 as well as Ely North Rail Junctions
- Rail improvements including a new station at Soham (new rolling stock, improved King's Lynn, Cambridge, London)

Central government says that in order to secure a devolution deal and the decision making powers and funding that come with it there must be a combined local authority with a single person in charge usually referred to as a mayor.

Views from the public were sought on devolution for Cambridgeshire and Peterborough in early summer 2016. An election for the Mayor of the Combined Authority was held on May 4 2017. More information on the Cambridgeshire and Peterborough is available online^{18 19}.

¹⁸ <http://www.cambridgeshire.gov.uk/devolution>

¹⁹ <http://cambridgeshirepeterborough-ca.gov.uk/>

3. Strategy Objectives

Seven objectives have been set for this strategy, in no particular order these are:

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 emissions in particular NOx, PM10 and PM2.5 – the main transport related pollutants**
- 7. Encourages healthy and active travel and supports people's well-being**

Table 4: The Strategy Objectives

The Strategy Objectives build on those of the Local Transport Plan 3, East Cambridgeshire District Council objectives and also Cambridgeshire County Council priorities. The main objectives of Cambridgeshire County Council are shown in the figure below:

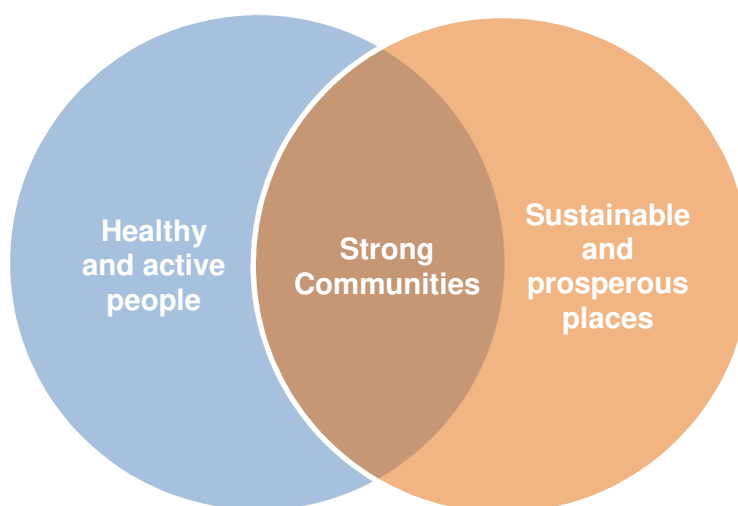


Figure 5: Cambridgeshire County Council main aims for Cambridgeshire

East Cambridgeshire District Council corporate objectives are:

- To be financially self-sufficient and provide services driven by and built around the needs of our customers
- To enable and deliver commercial and economic growth to ensure East Cambridgeshire continues to be a place where people want to live, work, invest and visit.

The East Cambridgeshire District Council Corporate Plan 2015-2019 includes two transport related priorities improving local transport to make it easier to get around the district and do business and improving infrastructure.

Some schemes identified in this strategy are also commitments in the Corporate Plan 2015-2019.

4. The Strategy Approach

The Strategy approach has been used to develop schemes in the action plan. The policies within the strategy also help to support 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.

Mode	Strategy Approach:
Public Transport	<ul style="list-style-type: none"> • Connect major engines of growth along main transport corridors, including rail links in the district, A10 and A142 • Minimise need for interchange • Improve interchange between modes of transport where necessary • Work with developments – request financial contribution to public transport where appropriate • Encourage the use and uptake of public transport by measures including: personalised travel planning, smarter choices promotion, education and technology • Technology- ensure information about travel options easily available
Rail	<ul style="list-style-type: none"> • Build case for opening new stations and new routes • Support capacity, frequency and journey times improvements • Enable sustainable access to stations
Rural	<ul style="list-style-type: none"> • Rolling programme of review for rural bus services • Support community transport solutions
Cycling and Walking	<ul style="list-style-type: none"> • Investment in cycle and pedestrian network and linking communities- understanding both the transport and leisure benefits • Enhancing, improving and adding to network • Enhance and develop the network around key destinations in rural areas • Comprehensive longer distance network across district • Enhance cycle parking • Ensure new developments provide high quality linkages • Encourage walking and cycling by measures including: personalised travel planning, smarter choices promotion, education and technology, addressing safety and perceptions of safety • Where possible seek to segregate cyclists from general traffic, particularly on main transport corridors / busy rural routes. – Balance between usability, convenience, traffic and safety concerns
Road	<ul style="list-style-type: none"> • A number of areas require measures to be introduced for capacity reasons <ul style="list-style-type: none"> - The A10 connecting the district with Waterbeach and Cambridge - The A10 connecting Ely, Littleport and Downham Market

	<ul style="list-style-type: none"> - The A142 connecting Chatteris to Newmarket via Ely - A1123 - Junctions 37 and 38 of the A14 • Measures to reduce inappropriate through traffic and encourage all traffic to use the most appropriate route, particularly HGVs
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Table 5: The Strategy Approach

5. TSEC Policies

Policy TSEC 1: Supporting Growth

The transport network will support economic growth, mitigate the transport impacts of the growth agenda and help protect the districts' character and environment. The key aspects to achieve this are:

- Improvements in sustainable transport capacity between key locations and sites.
- Improving public transport options
- Improve highway capacity on key corridors so that it does not impact on sustainable modes of transport.

Linked to achieving Objectives 1, 2 and 3

Policy TSEC 2: Accommodating demand in Ely

For more travel demand to be accommodated on the constrained transport network in Ely:

- More people will walk, cycle and use public transport
- More people will car share
- Pedestrians, cyclists and buses will be prioritised for trips across Ely. General vehicular traffic will not be prohibited and accessibility will be maintained but a car journey may be longer and more time consuming than at present.
- General traffic levels will remain at current levels.

Linked to achieving Objectives 1, 2, 3 and 4

Policy TSEC 3: Accommodating demand in East Cambridgeshire

For more travel demand to be accommodated in the constrained network in East Cambridgeshire:

- Passenger transport services on main corridors will be used for part or all of more trips to key destinations
- More people will walk and cycle
- More people will car share
- More locally led transport solutions will be provide passenger transport options in more remote areas that cannot viably be served by conventional bus services

Linked to achieving Objectives 1, 2, 3 and 4

Policy TSEC 4: National Networks: trunk roads and rail

These routes have a role in catering for travel demand for those travelling within and through the district along key corridors.

- Improvement driven by the national agenda must take account of local circumstances, local opportunities and local impacts

Linked to achieving Objective 1

Policy TSEC 5: Planning Obligations

A comprehensive approach will be applied to secure the provision of new and improved transport infrastructure, in a timely manner to ensure that accessibility is maintained and the impact(s) of development are addressed, in line with this Strategy approach.

Developers will be required to make provision to mitigate both the site specific and network impacts of their planning proposal. Mitigation measures will be secured by direct improvements carried out by the developer, and through Community Infrastructure Levy (CIL) and/or Section 106 (S106) agreement.

The nature and scale of mitigation/contribution will be determined by, the scale and type of development, as well as the transport impact and demands this places on the site and the local network. There will be a focus on mitigating transport impacts of development as sustainably as possible.

Linked to achieving Objectives 3, 4, 5 and 6

Policy TSEC 6: Transport Assessments

Transport Assessments (TA) will be required to support any planning application that produces a net increase of approximately 500 person trips (by all transport modes) per day. For smaller scale developments a Transport Statement (TS) will generally be required. However a full TA may also be required if the development falls below this threshold but there are other local issues that may need to be addressed. The County Council has prepared guidelines²⁰ to assist developers with the preparation of Transport Assessments and Transport Statements that accompany planning applications. Through these documents the sustainability of the development proposals are assessed, and in line with national guidance including the NPPF. Early engagement with the local highway authority is strongly advised to agree the scope of the TA or TS and ensure that all the required data and information is provided when a planning application is submitted.

For the larger sites, it is expected that robust modelling will be undertaken to assess not only the specific impact of the development but to assess the cumulative impact of the proposal on the surrounding transport network.

In Cambridgeshire a Travel Plan is expected for any planning application where a TA is required. The purpose of a Travel Plan is to encourage the uptake of sustainable travel through changes in behaviour. Residential sites may also require a Travel Plan which includes a package of measures designed to promote sustainable travel at and around the development. For smaller developments with less of an impact, a lighter touch travel plan or travel welcome pack would be required. The exact level of Travel Plan required should be agreed with County Council on a site by site basis.

Linked to achieving Objectives 3, 4, 5 and 6

²⁰ Guidelines available at:

http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/500/developing_new_communities

Policy TSEC 7: Supporting sustainable growth

The transport network will be developed in line with the strategy approach and objectives, to provide the capacity necessary to accommodate planned growth levels while protecting the area's distinctive character and environment.

New development will be required to make provision for integrated and improved transport infrastructure to ensure that most people have the ability to travel by foot, bicycle or by passenger transport and in line with specified modal split targets where relevant.

Access by walking, cycling and public transport will be maximised in all new developments, ensuring that planning contributions are sought for transport improvements where appropriate. New developments should link into the existing provision for vulnerable traffic including walkers, horse riders and cyclists.

Linked to achieving Objectives 1 and 4**Policy TSEC 8: Improving bus services and infrastructure**

The County Council will work with partners and passenger transport operators to develop an improved and integrated network of High Quality Passenger Transport. More locally led transport solutions will provide passenger transport options in more remote areas that cannot viably be served by conventional bus services.

Linked to achieving Objectives 2 and 3**Policy TSEC 9: Access to jobs and services**

Access to areas of employment and key services will be maximised, particularly by sustainable modes of travel, to:

- Provide a transport network that is efficient and effective
- Provide good accessibility to services and for businesses
- Provide a high quality public transport and cycle network to routes near major employment, education and health services.

Linked to achieving Objectives 1, 2, and 3**Policy TSEC 10: Improving rail services**

The County Council will work with other authorities and the rail industry to bring forward service enhancements and new infrastructure to increase rail use, through frequency and capacity improvements and increasing the proportion of freight moved by rail in line with the Strategy approach.

Linked to achieving Objectives 1, 2, 3, 4 and 5



Photo – Ely Rail Station Cycle parking

Policy TSEC 11: Improving community transport services

The County Council will work with partners, the voluntary sector and passenger transport operators to develop an improved and integrated network of community transport services.

Linked to achieving Objective 2

Policy TSEC 12: Encouraging cycling and walking

The capacity, quality and safety of walking and cycling networks will be increased to enhance and promote healthy and active travel. The highest possible standard of cycling and walking infrastructure appropriate to a location will be pursued in line with this strategy and the emerging cycle strategy. The most suitable design should be determined on a site by site basis, however, where possible pedestrians, cyclists and other users should be segregated and away from the main traffic. All new development must provide safe and convenient pedestrian and cycle environments, including adequate and convenient cycle parking and ensure effective and direct integration with the wider network. New developments should provide links to existing public rights of way and ensure that there are public rights of way through the development.

Where development opportunities arise, land should be released to improve the existing cycle network, for example the elimination of pinch points. New links should also be provided to expand the network as set out in the DfT LTN 1/12, LTN 2/08 and Manual for Streets.

Where feasible, pedestrian and cycle facilities will be provided alongside new road infrastructure.

Through the planning system, future cycle and walking routes should be safeguarded, where appropriate/feasible. Existing routes should be upgraded for less able walkers.

Walking and cycling will be promoted through various initiatives including personalised travel planning, smarter choices promotion, education and technology.

Cycle routes should be maintained where possible to offer year round and all-weather availability.

Linked to achieving Objectives 2, 3, 4, 5 and 6

Policy TSEC 13: Provision of new highway capacity

Where there is a requirement for new roads or increased road capacity, these should adhere to appropriate design standards. Where feasible, pedestrian and cycle facilities will be provided alongside new road infrastructure. The needs of public transport services will be considered in all road schemes, and priority for services should be provided on any new road where there is an expectation of regular bus usage, and an expectation that services reliability and timeliness would otherwise be disadvantaged.

This policy applies to new roads delivered by the County Council, new roads that will be passed to the Council through a relevant legal agreement, and those that will remain in third party ownership.

Linked to achieving Objectives 1 and 3

Policy TSEC 14: New roads within development sites, or to provide access to development

Where there is a requirement for new distributor roads or through routes as part of a development, adherence to the need to prioritise pedestrians, cyclists and public transport users will remain. This will include:

- Providing the highest possible standard of pedestrian, cycling and public transport infrastructure as part of the road where feasible and necessary.
- Discouraging speeding.
- Restricting through access for general motor traffic (unless specifically required as part of the development).
- Ensuring that there are safe and appropriate access arrangements to the adjoining public highway network and minimising the possibility of additional car traffic in the local area as a result of the new road.
- Road Safety Audits will be carried out as required and Highways Development Management Engineers will be involved in this process.

This policy applies to both roads that will be passed to the County Council through a relevant legal agreement and those that will remain in third party ownership.

Linked to achieving Objectives 1, 2, and 3

Policy TSEC 15: Road safety

The safety of all users of the transport network is a top priority, both on the existing network and through all new developments and schemes irrespective of the mode of travel. The County Council will:

- Implement road safety initiatives to reduce road traffic accidents based on evidence
- Acknowledge that there are different priorities for urban and rural locations
- Work towards road safety targets held locally and nationally
- Work to increase cycling and walking without increasing accidents

Linked to achieving Objectives 2, 6 and 7

Policy TSEC 16: Air quality, carbon emissions and human health

The County Council will work with key partners and transport operators and businesses to reduce transport related emissions of carbon and pollutants (in particular NOx, PM10 and PM2.5) to help achieve agreed targets and improve air quality.

Linked to achieving Objectives 5 and 6

Policy TSEC 17: Protecting the environment

The County Council will work with key partners including transport operators and businesses to reduce transport related emissions, to help protect and enhance the area's distinctive character and environment, while supporting sustainable growth and identifying solutions that will help to achieve longer term environmental benefits. As transport schemes are developed consideration will be given to the natural and historic environment.

Linked to achieving Objective 5

Policy TSEC 18: Integrated transport

The County Council and Partners will seek to provide sustainable infrastructure at transport interchanges in order to encourage sustainable journeys and reduce car vehicle trips and the demand for car parking.

Linked to achieving Objectives 2, 4 and 5