



# Transport Workshop

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University of the Third Age

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# Presentation Overview

- ◆ Roles and responsibilities
- ◆ Snapshot of Key Challenges & how we are addressing with plans & investment
  - ◆ Across Cambridgeshire
  - ◆ In Cambridge
- ◆ Questions

# Roles and responsibilities

- ◆ Central Government/ Department for Transport
- ◆ Highways Agency /Highways England responsible for Strategic Network
  - ◆ £15 Billion Route Investment Plan tripling spending by 2020 to improve capacity & road condition.
- ◆ Cambridgeshire County Council responsible for Transport, Highways, Education, Adult Social Care
- ◆ District & City Councils responsible for land use planning, Housing, leisure, council tax etc.



# Roles and responsibilities

*Some areas we cover in Economy Transport & Environment Department -*

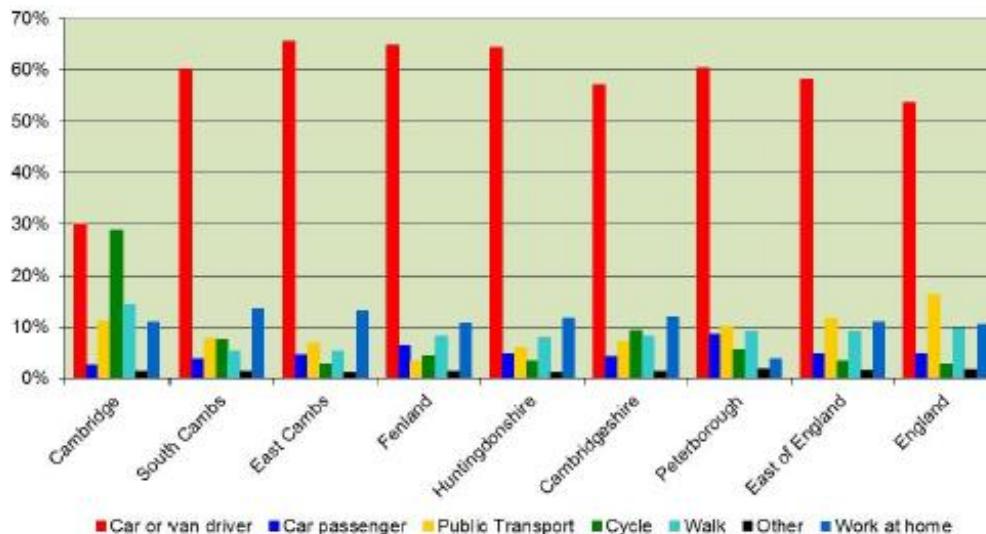
Oversee the strategic plans for growth in Cambridgeshire

- **Lead the work on transport strategies for the county**
- Maintain 2,800 miles of roads, 2,400 miles of footways, 1,500 bridges & 55,000 street lights
- Invest £1.5 million in community developed transport schemes
- Provide for approximately 3.7 million single Park and Ride bus journeys and 3.2 million journeys on the Guided Busway
- Transport 15,000 children to school every day
- Manage 300,000 tonnes of waste, of which over 53% is recycled
- Grit around 1,300 miles of roads and footpaths
- Help 20,000 people benefit from adult learning
- Deliver 60 highway improvement schemes with local communities
- Welcome 2.5 million visitors each year to our libraries
- Register 15,000 births, marriages, civil partnerships and deaths

# The Key Challenges

# Trends

- Across Cambs traffic levels increasing
- 6% increase over last 10 years
- Cambs fastest growing county at 12% growth 2001 - 2011
- 82% households own a car
- 57% travel to work by car



## Living and working in Cambridgeshire

- Around 84% of Cambridgeshire's workers live and work in the county.
- There are 11 jobs for every 10 employed residents in Cambridge itself, not accounting for those people who live in the city and commute out.
- House prices in and around Cambridge are high; many workers live a significant distance from their place of work.
- In 2001, the average length of commute in Cambridgeshire, at around 10 miles each way, was 20% greater than the national average.
- Around a quarter of the population of Cambridgeshire live in settlements of less than 3,000 population; these settlements often have relatively few local services and limited transport choices other than the private car.
- In these areas, access to employment, education, health and social activities can be limited without access to a car.

# COUNTY COUNCIL SAVINGS REQUIREMENT

**£35 MILLION  
MUST BE SAVED  
NEXT YEAR**



- Reduction in funding (11%)
- Inflation (33%)
- Increased demand for services (26%)
- Older peoples' service pressure (18%)
- Capital spending (2%)
- Contribution to reserves (9%)

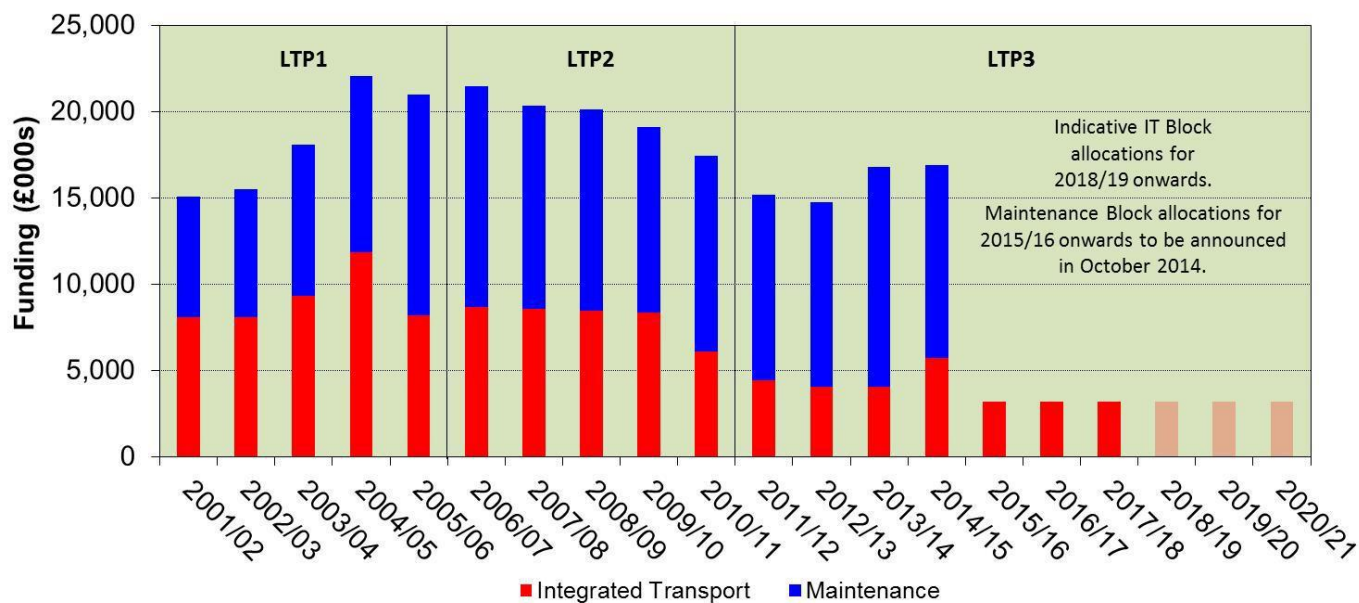
**£148.2 MILLION  
MUST BE SAVED  
OVER FIVE YEARS**



Piktochar



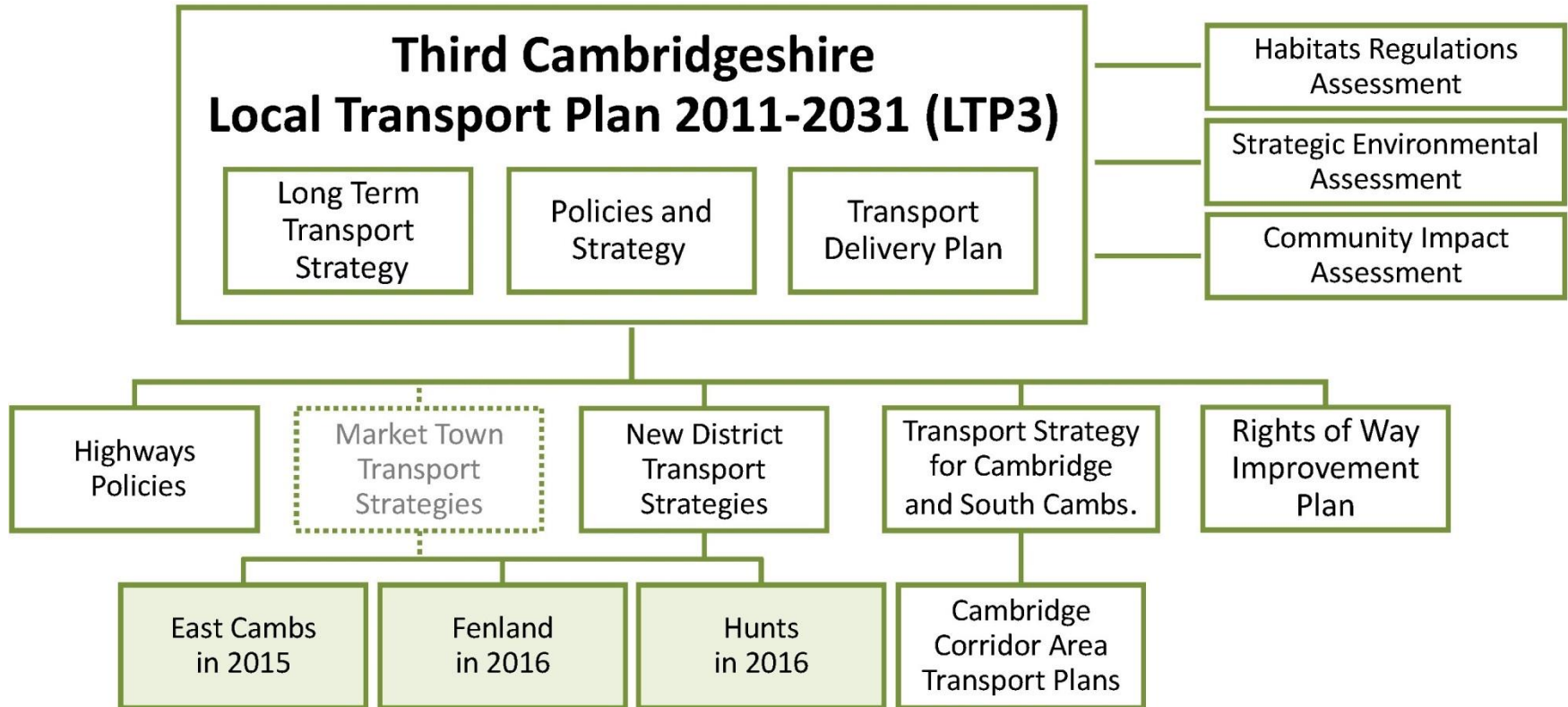
Cambridgeshire  
County Council



# Addressing the challenges across Cambridgeshire



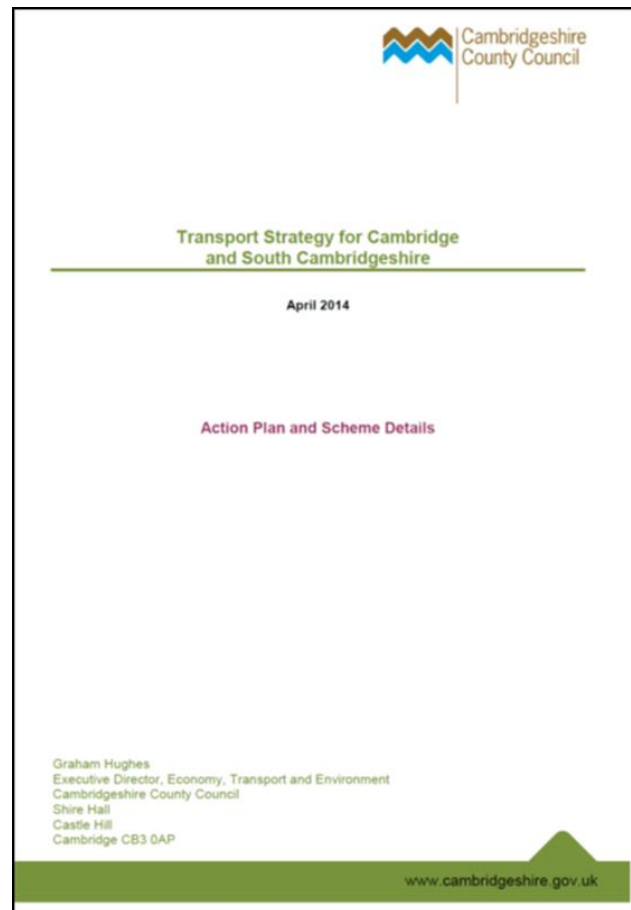
# Transport Strategies across Cambridgeshire



# Purpose of LTTS

- ◆ To provide a high level strategy for transport to support growth and ensure that the network can cater for planned growth and its travel demand
- ◆ To provide clarity on the strategic transport infrastructure & interventions needed to support growth and continued economic prosperity
- ◆ To provide a robust basis for strategic investment decisions for transport infrastructure and services

LTP3 Objective	Examples of LTP3 contribution
1. Enabling people to thrive, achieve their potential and improve their quality of life.	<ul style="list-style-type: none"> <li>• Provide a transport network that is efficient and effective</li> <li>• Provide good accessibility to services and for businesses</li> <li>• Influence planning decisions to incorporate green spaces that are pleasant for pedestrians and cyclists</li> </ul>
2. Supporting and protecting vulnerable people.	<ul style="list-style-type: none"> <li>• Develop district based transport strategies for East Cambridgeshire, Fenland and Huntingdonshire</li> <li>• Support Community Transport schemes</li> <li>• Implement road safety initiatives to reduce road traffic accidents</li> <li>• Provide easily accessible information on transport and travel options</li> <li>• Work with partners to understand the most appropriate methods of service delivery</li> </ul>
3. Managing and delivering the growth and development of sustainable communities.	<ul style="list-style-type: none"> <li>• Discourage use of cars where alternatives exist and encourage use of sustainable means of transport such as walking, cycling and public transport</li> <li>• Facilitate active travel with investment in footpaths and cycle ways</li> <li>• Implement road safety initiatives to reduce road traffic accidents</li> <li>• Influence planning decisions to co-locate housing with jobs and services to reduce the need to travel</li> <li>• Influence the design of new developments to promote road safety and encourage travel by foot and bicycle</li> <li>• Implement travel plans and other smarter choices measures such as car clubs and car sharing</li> </ul>
4. Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.	<ul style="list-style-type: none"> <li>• Develop district-based transport strategies for East Cambridgeshire, Huntingdonshire and Fenland</li> <li>• Implement the district based strategies and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)</li> <li>• Improve accessibility to education and jobs</li> <li>• Provide a transport network that is efficient and effective</li> <li>• Influence national decisions on the strategic road and rail network to ensure Cambridgeshire is an attractive and buoyant location for business</li> <li>• Implement measures to manage demand where traffic congestion hinders economic prosperity</li> </ul>
5. Meeting the challenges of climate change and enhancing the natural environment.	<ul style="list-style-type: none"> <li>• Consider new, and expand existing, quality bus partnerships to ensure that public transport operators use increasingly 'clean' fleets</li> <li>• Monitor air quality and implement Air Quality Action Plans</li> <li>• Develop Noise Action Plans</li> <li>• Actions to address traffic growth, particularly car use</li> <li>• Future proof our maintenance programme and scheme appraisal processes against the effects of climate change</li> <li>• Encourage behavioural change away from single occupancy car use</li> <li>• Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long – term environmental benefits.</li> </ul>

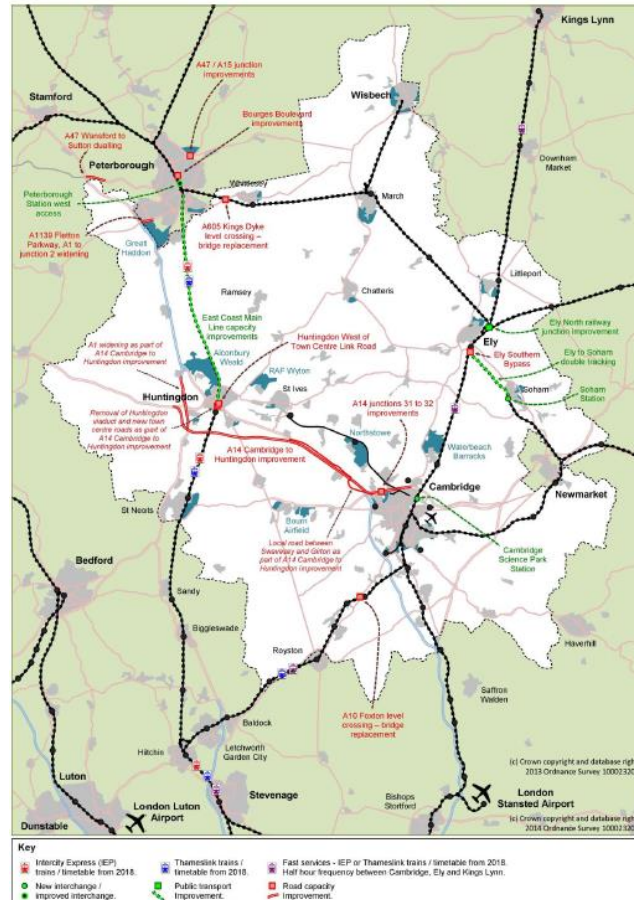


# Action Plan

- ◆ Identifying strategic infrastructure requirements on key corridors, costs & timing
- ◆ Schemes already planned for delivery 2014-21
- ◆ Schemes required to directly support major development allocations
- ◆ Additional schemes, not programmed but necessary to provide new capacity or to address current problems
- ◆ Provides clarity on investment required to facilitate growth and helps make the case to help secure funding

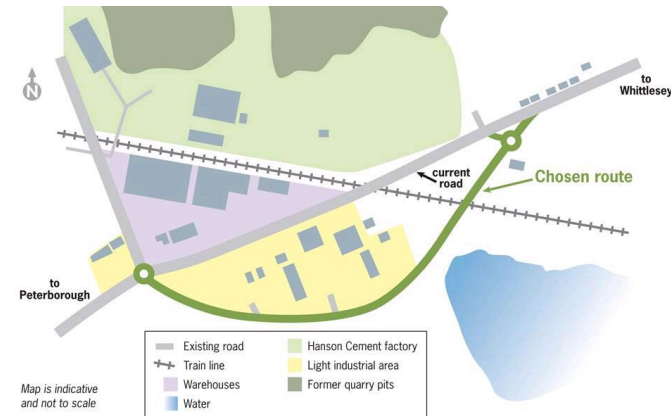
# Key Proposals to 2021

Figure 4.1. Schemes that are planned for public sector delivery in the period from 2014 to 2021.



# Transport programme - Cambridgeshire

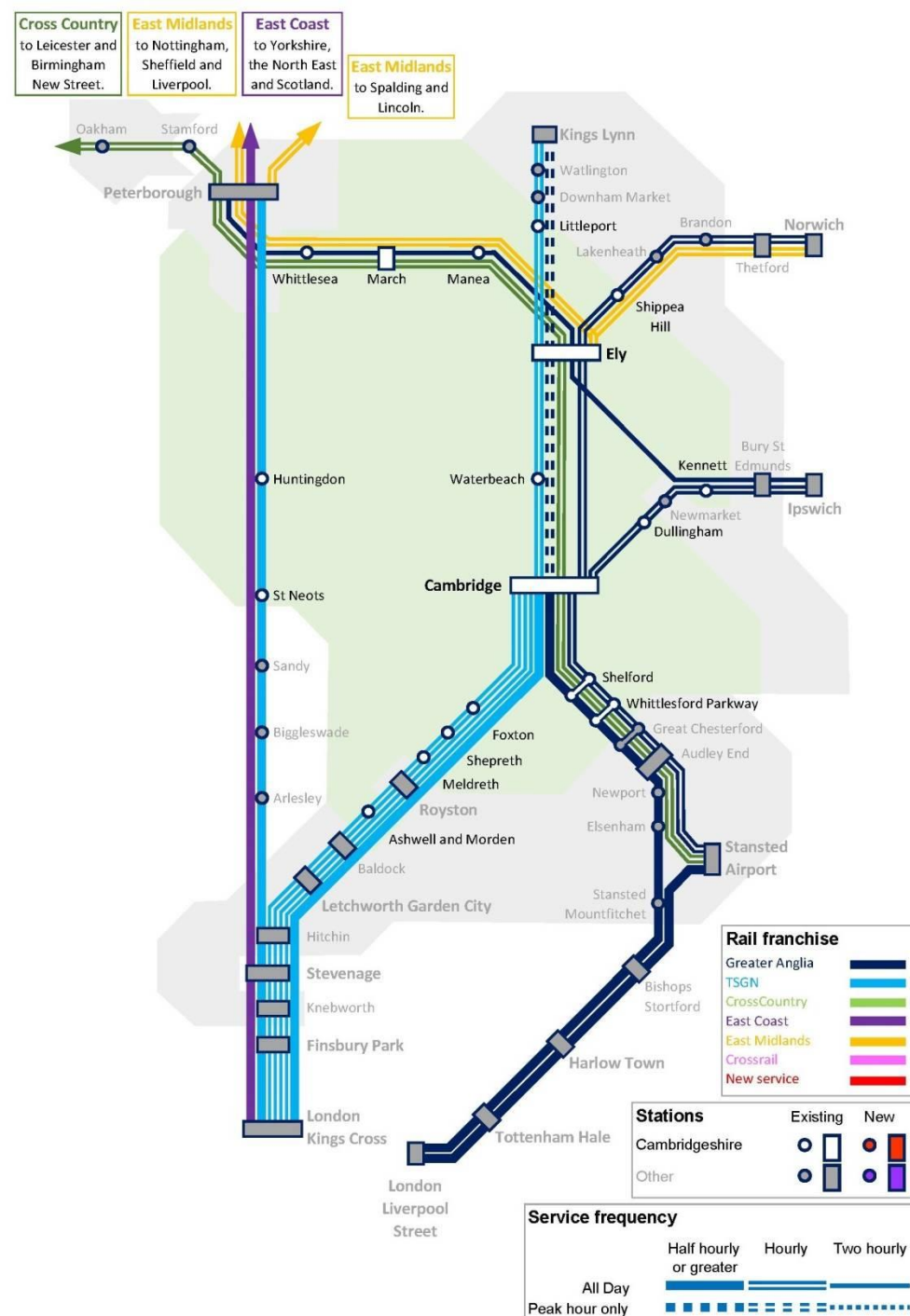
- ◆ Major Schemes planned to address barriers on the County's Highways
  - ◆ Ely southern bypass
  - ◆ Kings Dyke level crossing
  - ◆ Foxton level crossing
- ◆ Schemes being developed to support growth and sustainable travel
  - ◆ Soham Station
  - ◆ March to Wisbech rail study
  - ◆ Cycle City Ambition
  - ◆ Cambridge Science Park Station



# Rail

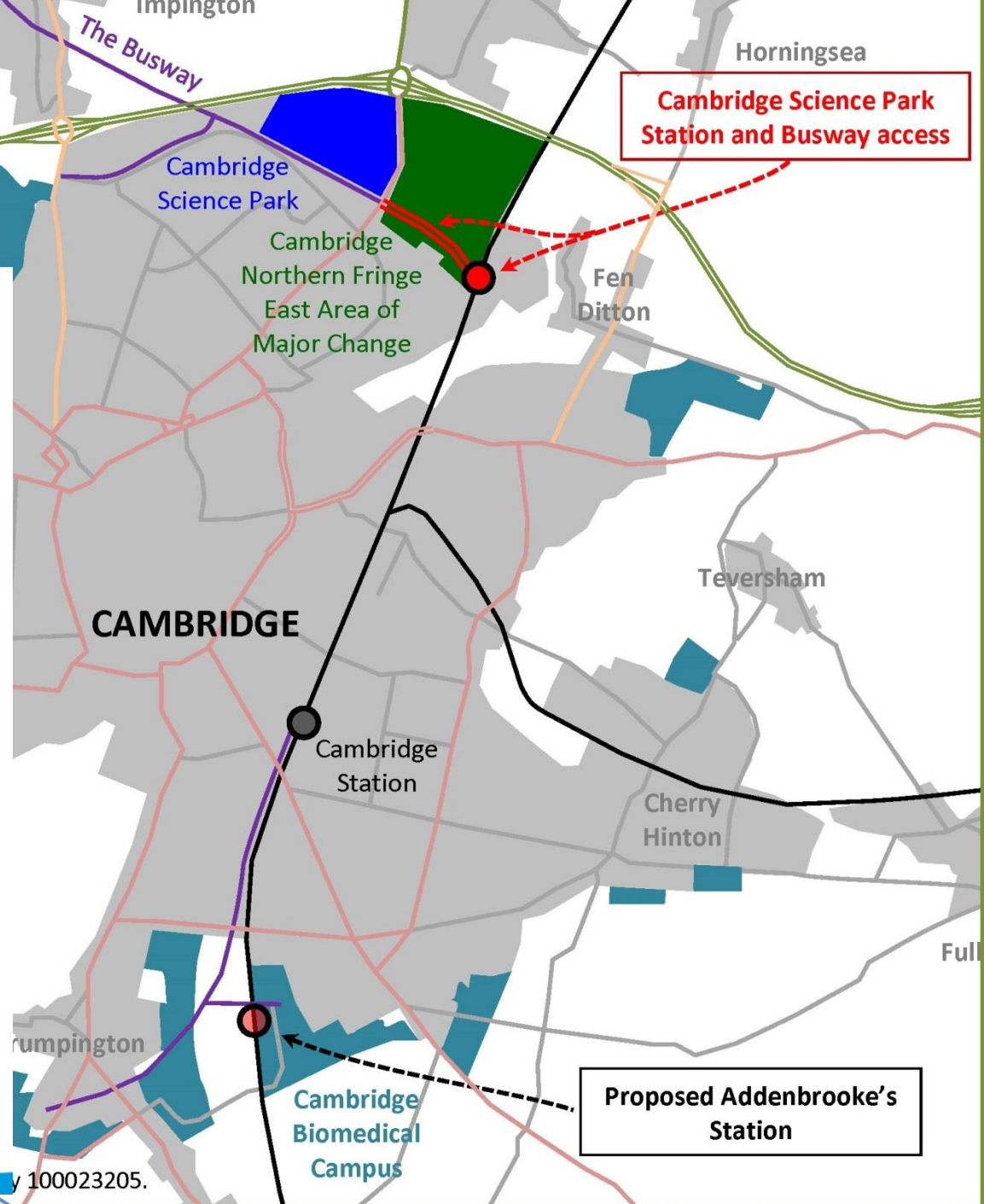
## ◆ Planned works

- ◆ Cambridge to Kings Lynn
- ◆ Cambridge to Norwich
- ◆ Stansted to Peterborough and the North / Midlands
- ◆ Thameslink
- ◆ Crossrail



# CAMBRIDGE

RAIL-LINKED SCIENCE PARK



Cambridge Science Park Station and Busway access

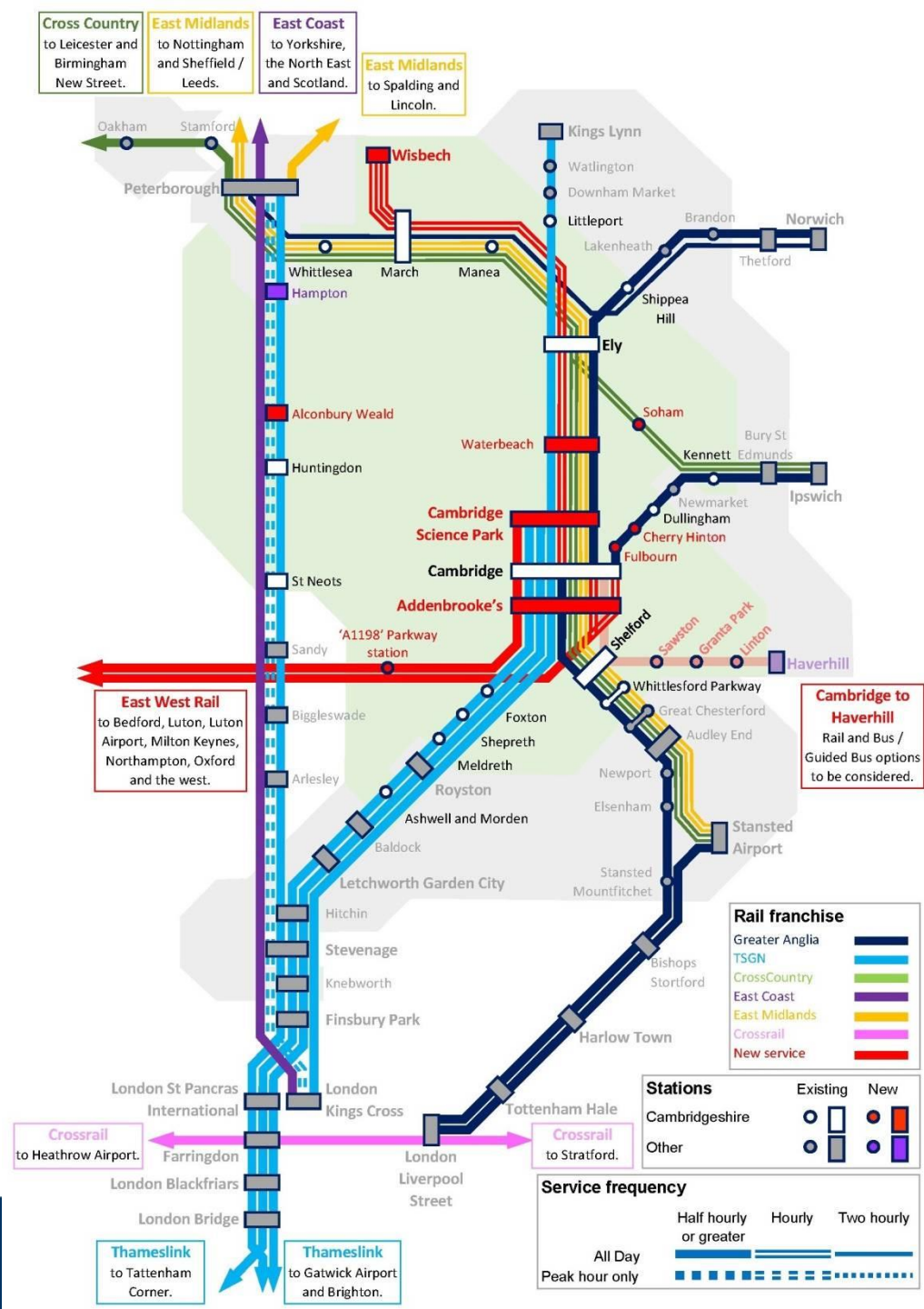
Proposed Addenbrooke's Station

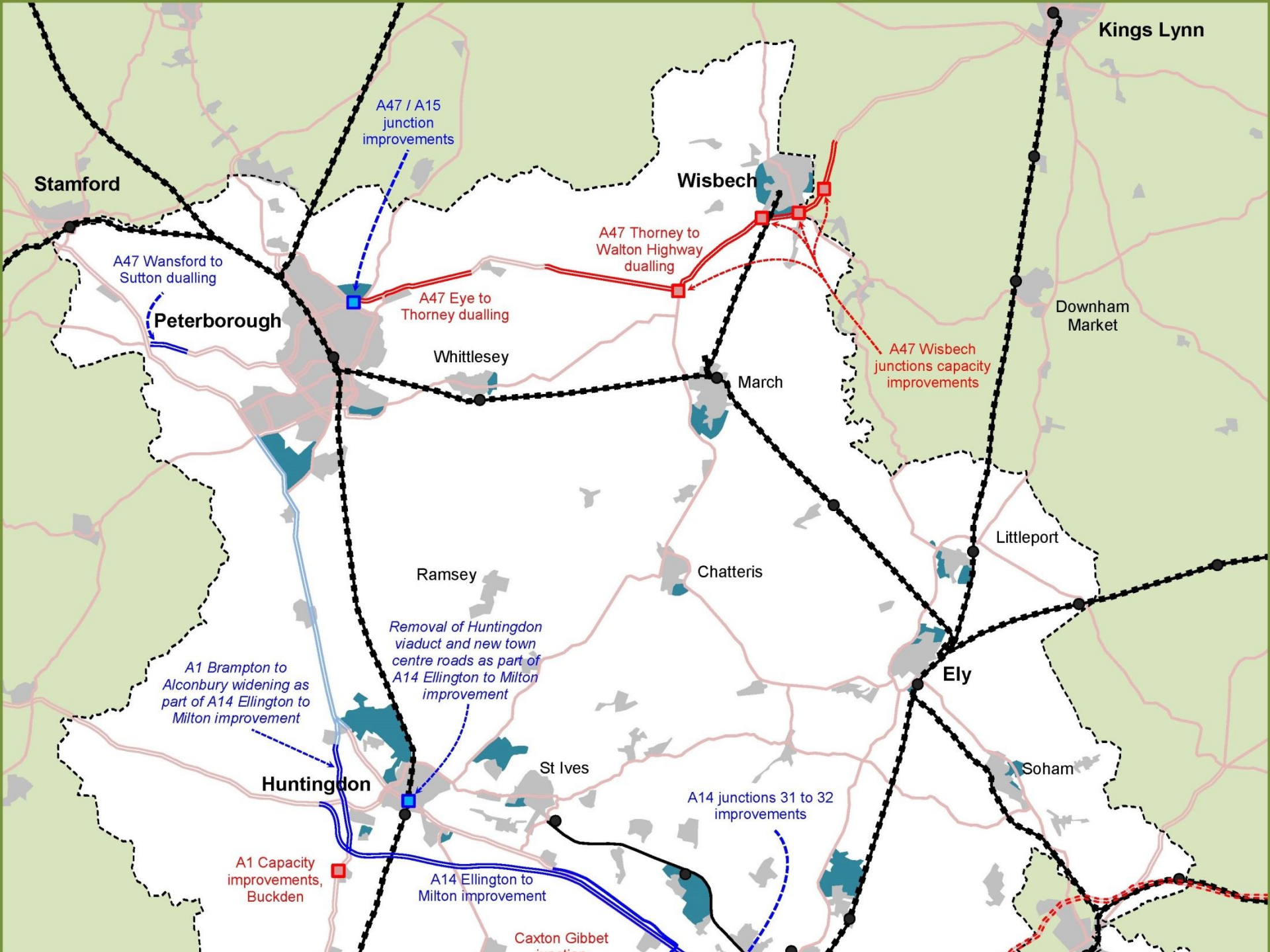


# Rail

## ◆ Further ambitions

- ◆ Wisbech reconnected to rail network
- ◆ East West Rail
- ◆ Cambridge to Ipswich
  - ◆ Frequency
  - ◆ Stations?
- ◆ Addenbrooke's Station
- ◆ Later evening services
- ◆ Earlier airport services





Kings Lynn

Stamford

Wisbech

A47 Wansford to Sutton dualling

Peterborough

A47 Thorney to Walton Highway dualling

A47 Eye to Thorney dualling

Whittlesey

March

A47 Wisbech junctions capacity improvements

Downham Market

Ramsey

Chatteris

Littleport

Ely

A1 Brampton to Alconbury widening as part of A14 Ellington to Milton improvement

Removal of Huntingdon viaduct and new town centre roads as part of A14 Ellington to Milton improvement

Huntingdon

St Ives

A14 junctions 31 to 32 improvements

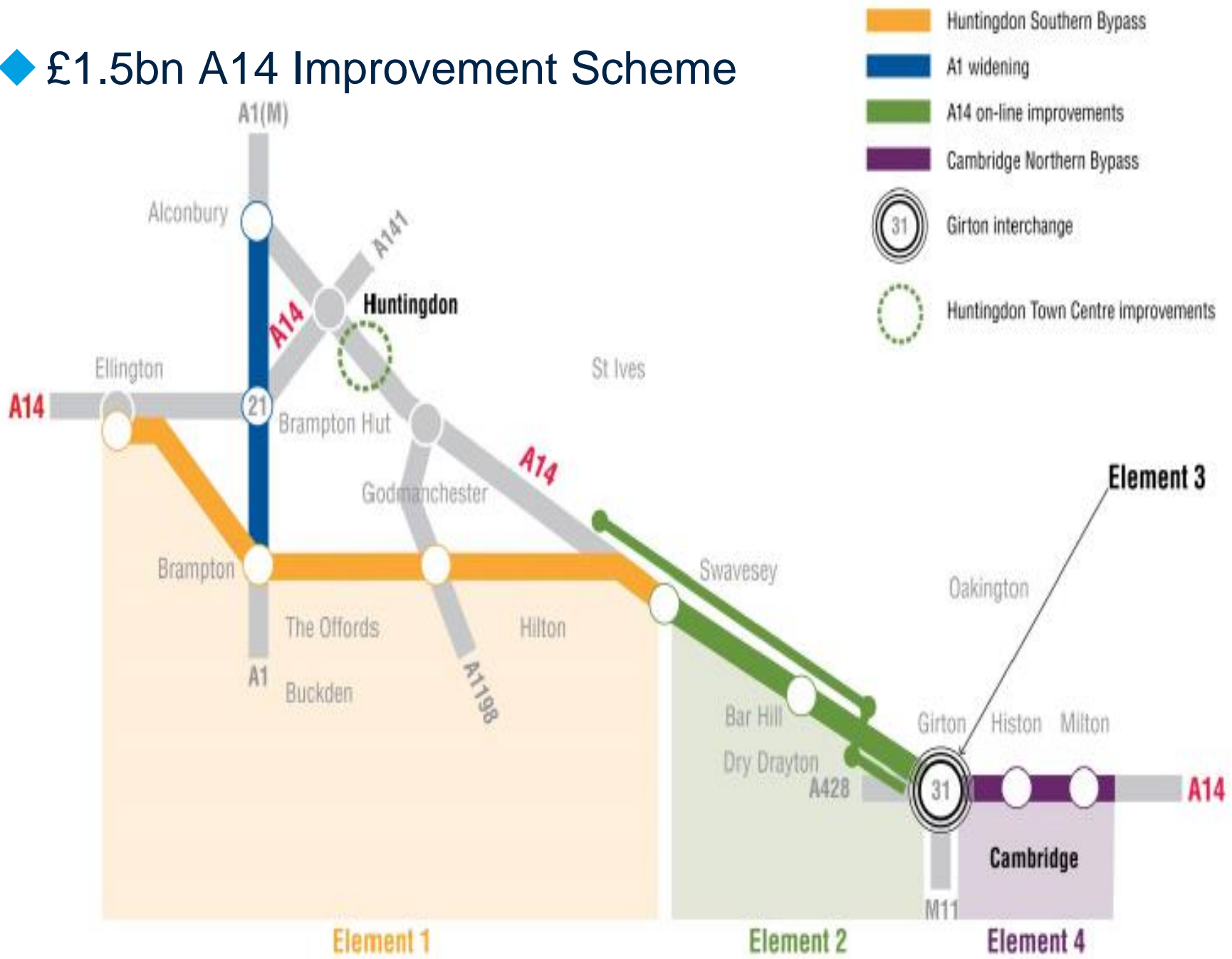
Soham

A1 Capacity improvements, Buckden

A14 Ellington to Milton improvement

Caxton Gibbet

# ◆ £1.5bn A14 Improvement Scheme



# Highways England Programme

## Studies

- ◆ Expressway link from Cambridge to Milton Keynes and Oxford.
- ◆ Six-project upgrade of A47 to tackle congestion hotspots.
- ◆ Study on turning upgrading A1 in Bedfordshire and Cambridgeshire – potentially into motorway

Department  
for Transport  
Road Investment  
Strategy



# Focus on Cambridge

# Cambridge Context

- ◆ Cambridge - A compact historic yet dynamic place of worldwide renown;
- ◆ High quality of life, place & environment
- ◆ Track record of innovation led economic growth
- ◆ ‘Cambridge cluster’
- ◆ But ...congestion and lack of affordable housing could impact on future potential..

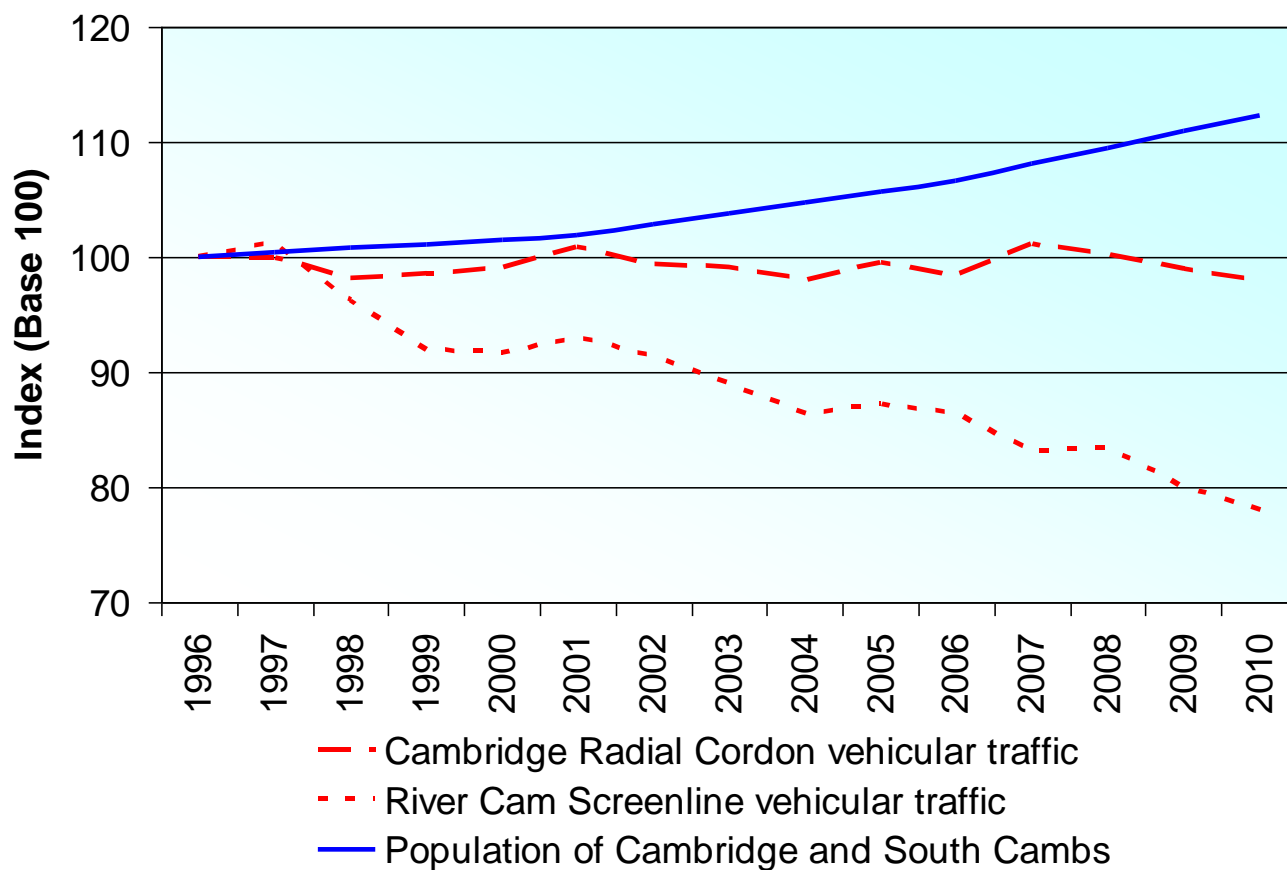


# Cambridge City

## Traffic & travel trends

- ◆ **Cycling to work is the highest in the UK** (29% travel to work mode share in 2011) with 52% people cycling at least once a week
- ◆ **Usage of the bus within and in and out of the city has more than doubled since 2001**
  - ◆ 9.2 million journeys on the 'Citi' Network in 2011
  - ◆ 3.8 million Park and Ride journeys
- ◆ The proportion driving to work (in City) dropped from 37.5% to 30% between 2001 and 2011.

# Cambridge City Traffic and travel trends





# Proactive approach to Mitigating the Impacts of Growth

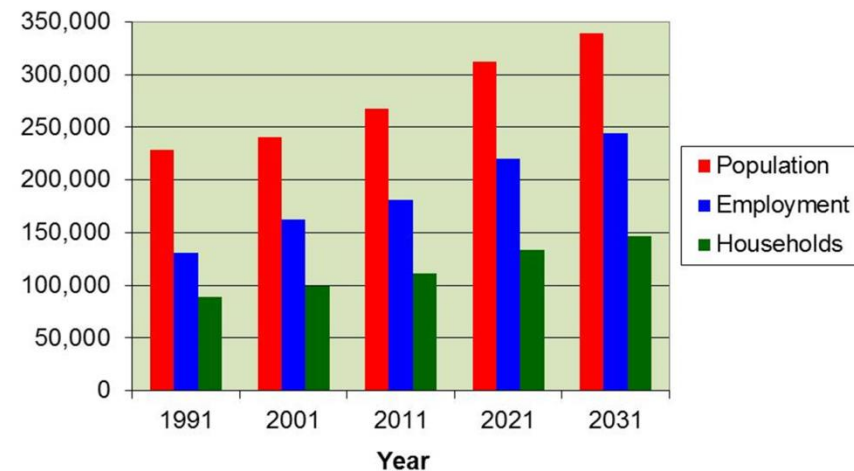
- ◆ Long term integrated approach to planning & travel planning
  - ◆ Extensive Park & Ride network at edge of City (accommodated in Green Belt)
- ◆ Pooling funding contributions from development towards infrastructure improvements
- ◆ Investment in Infrastructure;
  - ◆ Guided Busway & greener buses,
  - ◆ Cycling –improving linkage, new bridges and safer segregated routes along key corridors & more parking.
  - ◆ Junction and capacity improvements with focus on ease of access to key business destinations
- ◆ Within City - managing demand - reducing through traffic





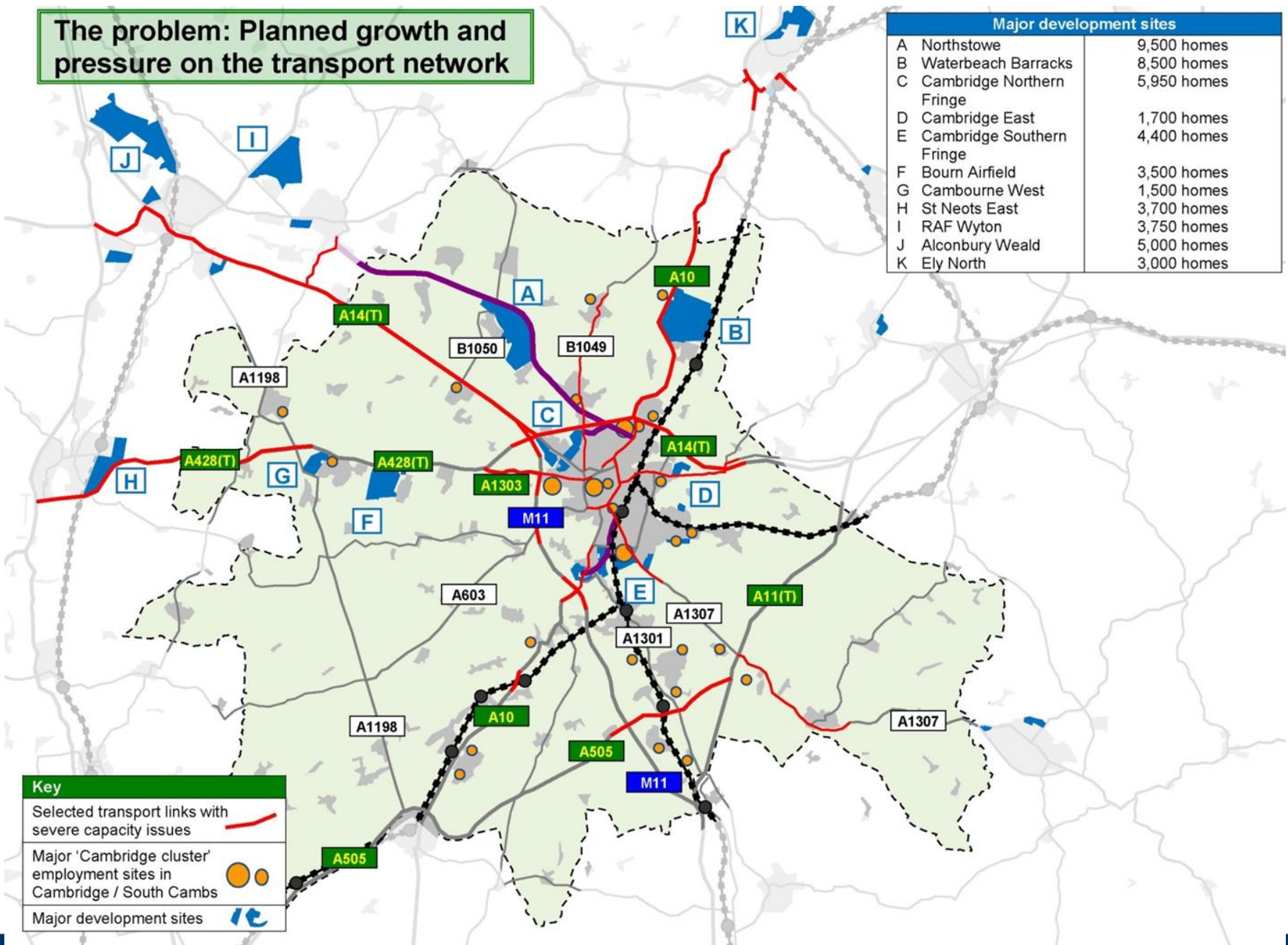
# Cambridge Context

- Cambridge & South Cambridgeshire  
2011 population = 275,000
- 33,000 extra homes by 2031
- + population up 25% to 345,000
- 40,000 extra jobs by 2031
- + research jobs up 50% to  
80,000)
- 4,500,000 visitors every year



# The problem: Planned growth and pressure on the transport network

Major development sites	
A	Northstowe 9,500 homes
B	Waterbeach Barracks 8,500 homes
C	Cambridge Northern Fringe 5,950 homes
D	Cambridge East 1,700 homes
E	Cambridge Southern Fringe 4,400 homes
F	Bourn Airfield 3,500 homes
G	Cambourne West 1,500 homes
H	St Neots East 3,700 homes
I	RAF Wyton 3,750 homes
J	Alconbury Weald 5,000 homes
K	Ely North 3,000 homes



**Key**

- Selected transport links with severe capacity issues
- Major 'Cambridge cluster' employment sites in Cambridge / South Cambs
- Major development sites



# Behind the growth agenda

- ◆ How do we maintain the characteristics that make the Cambridge area unique; a place that attracts businesses and people in key industries with a good quality of life?
- ◆ What is the role of transport?

# Transport Strategy for Cambridge and South Cambs

- ◆ Provide for additional travel demand by enhanced and new provision for public transport, walking and cycling trips.

  
CPF  
cycling promotion fund



# Transport Strategy for Cambridge and South Cambs

## Policy TSCSC 2: Catering for travel demand in Cambridge

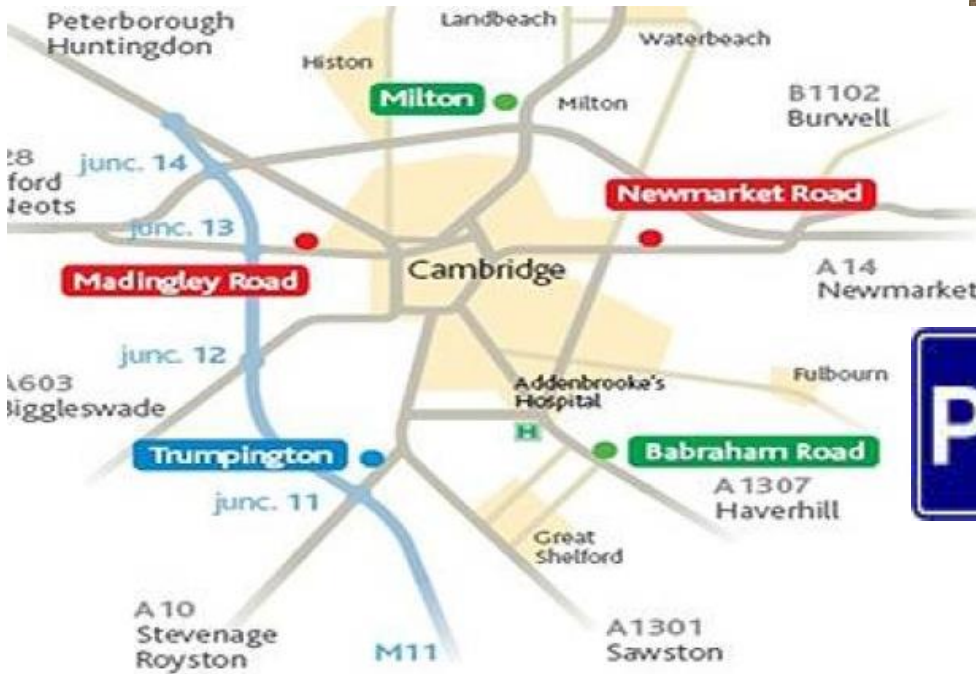
For more travel demand to be accommodated on the constrained transport network of Cambridge:

- More people will walk, cycle and use passenger transport services for journeys into, out of and within the city.
- More people will car share.
- Pedestrians, cyclists and buses will be prioritised for trips across the city. 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 for many trips.
- General traffic levels will remain at current levels.





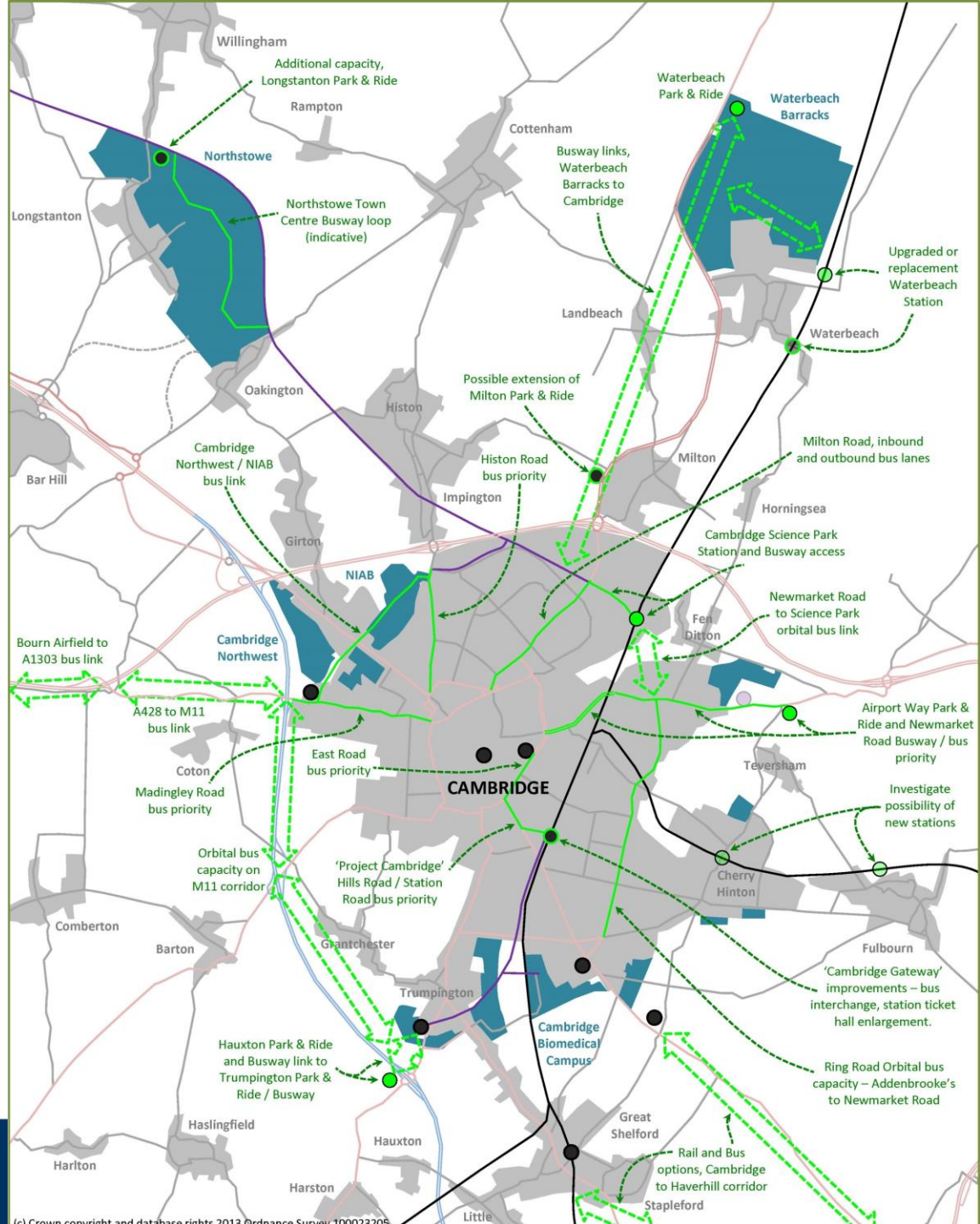
Cambridgeshire  
County Council

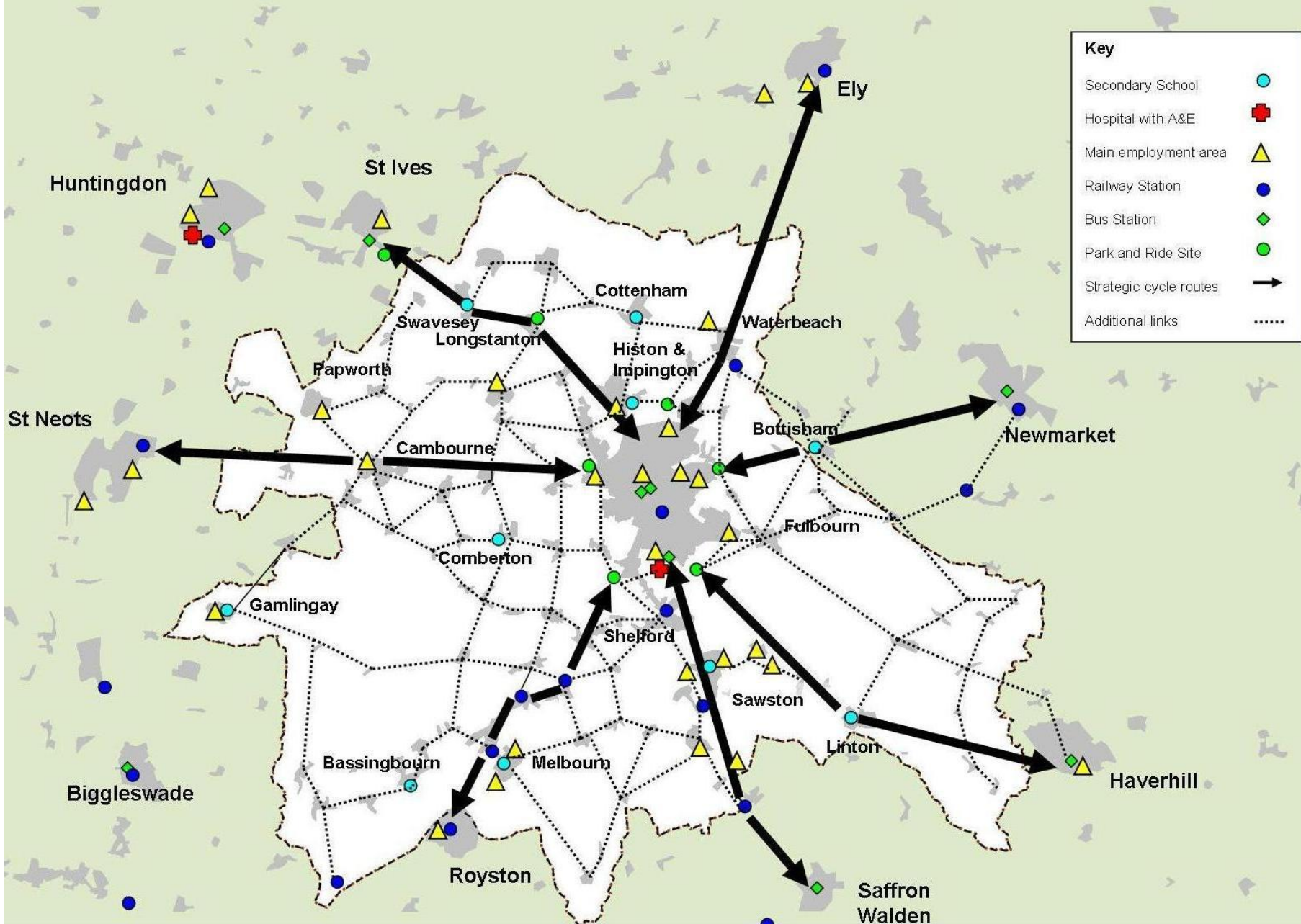


# Public Transport

◆ At least one high quality option on every main radial corridor into city.

- ◆ Busway
- ◆ Park & Ride
- ◆ Citi services
- ◆ Rail





# Making the most of finite capacity



Picture courtesy of [www.cyclingpromotion.com.au](http://www.cyclingpromotion.com.au)

# Funding & investment

- ◆ How do we fund the transport strategy?
- ◆ CIL / S106 payments from developers.
- ◆ County Council and District Council funding.
- ◆ Large funding gap across Cambridge and South Cambridgeshire across a number of infrastructure areas.
- ◆ **Cambridge City Deal announced in 2014 Budget Statement**

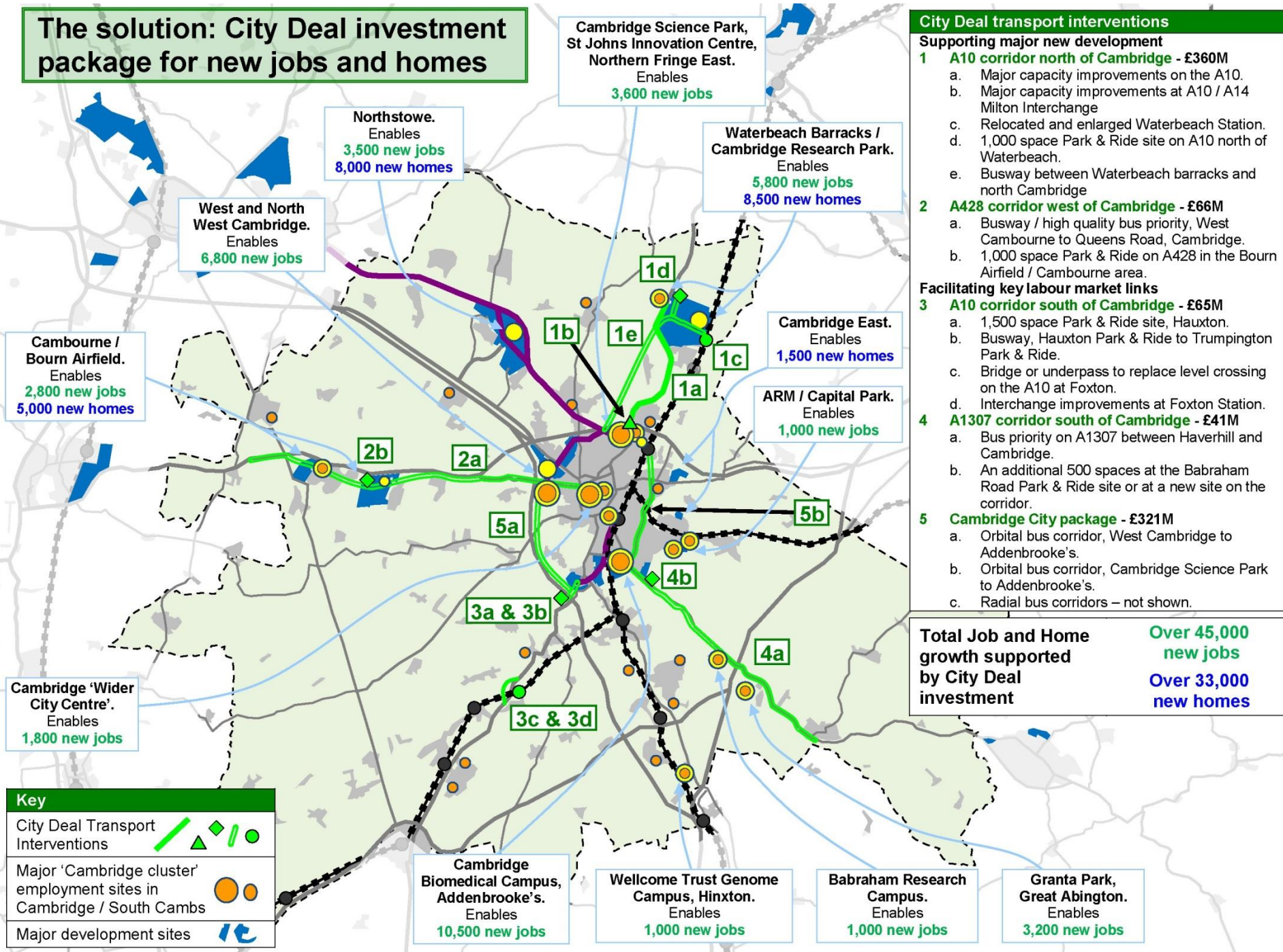
# The City Deal

- ◆ Up to £500m for transport infrastructure, payable in 3 tranches
  - ◆ Tranche 1: £100m 2015-20
  - ◆ Tranche 2: Potentially up to £200m 2020-25
  - ◆ Tranche 3: Potentially up to £200m 2025+
- ◆ Tranches 2 and 3 depend on independent economic assessments
- ◆ Aligns with other local capital investment plans to support growth

# City Deal objectives

- ◆ Unleash the next wave of the ‘Cambridge Phenomenon’
- ◆ Ensure that Greater Cambridge is able to keep competing on an international stage
- ◆ Ease transport constraints
- ◆ Ease housing affordability issues
- ◆ Improve the links between skills and jobs
- ◆ Bring the Councils and other partners together

# The solution: City Deal investment package for new jobs and homes



Cambridge Science Park, St Johns Innovation Centre, Northern Fringe East.  
Enables  
**3,600 new jobs**

Northstowe.  
Enables  
**3,500 new jobs**  
**8,000 new homes**

Waterbeach Barracks / Cambridge Research Park.  
Enables  
**5,800 new jobs**  
**8,500 new homes**

West and North West Cambridge.  
Enables  
**6,800 new jobs**

Cambourne / Bourn Airfield.  
Enables  
**2,800 new jobs**  
**5,000 new homes**

Cambridge East.  
Enables  
**1,500 new homes**

ARM / Capital Park.  
Enables  
**1,000 new jobs**

Cambridge 'Wider City Centre'.  
Enables  
**1,800 new jobs**

Cambridge Biomedical Campus, Addenbrooke's.  
Enables  
**10,500 new jobs**

Wellcome Trust Genome Campus, Hinxton.  
Enables  
**1,000 new jobs**

Babraham Research Campus.  
Enables  
**1,000 new jobs**

Granta Park, Great Abington.  
Enables  
**3,200 new jobs**

## City Deal transport interventions

### Supporting major new development

- 1 A10 corridor north of Cambridge - £360M**
  - a. Major capacity improvements on the A10.
  - b. Major capacity improvements at A10 / A14 Milton Interchange
  - c. Relocated and enlarged Waterbeach Station.
  - d. 1,000 space Park & Ride site on A10 north of Waterbeach.
  - e. Busway between Waterbeach barracks and north Cambridge
- 2 A428 corridor west of Cambridge - £66M**
  - a. Busway / high quality bus priority, West Camboorne to Queens Road, Cambridge.
  - b. 1,000 space Park & Ride on A428 in the Bourn Airfield / Camboorne area.

### Facilitating key labour market links

- 3 A10 corridor south of Cambridge - £65M**
  - a. 1,500 space Park & Ride site, Hauxton.
  - b. Busway, Hauxton Park & Ride to Trumpington Park & Ride.
  - c. Bridge or underpass to replace level crossing on the A10 at Foxton.
  - d. Interchange improvements at Foxton Station.
- 4 A1307 corridor south of Cambridge - £41M**
  - a. Bus priority on A1307 between Haverhill and Cambridge.
  - b. An additional 500 spaces at the Babraham Road Park & Ride site or at a new site on the corridor.
- 5 Cambridge City package - £321M**
  - a. Orbital bus corridor, West Cambridge to Addenbrooke's.
  - b. Orbital bus corridor, Cambridge Science Park to Addenbrooke's.
  - c. Radial bus corridors – not shown.

**Total Job and Home growth supported by City Deal investment**  
**Over 45,000 new jobs**  
**Over 33,000 new homes**

**Key**

- City Deal Transport Interventions
- Major 'Cambridge cluster' employment sites in Cambridge / South Cams
- Major development sites



# City Deal programme to 2020

- ◆ Milton Road bus priority
- ◆ Madingley Road bus priority
- ◆ Histon Road bus priority
- ◆ A428 to M11 segregated bus route / A428 corridor Park and Ride
- ◆ City centre capacity improvements / cross-city cycle improvements (to include Hills Road)
- ◆ A1307 corridor to include bus priority /A1307 additional Park and Ride
- ◆ Chisholm Trail cycle links / Chisholm Trail bridge
- ◆ Year 1 to 5 pipeline development
- ◆ Year 6 to 10 programme development
- ◆ Programme management and early scheme development

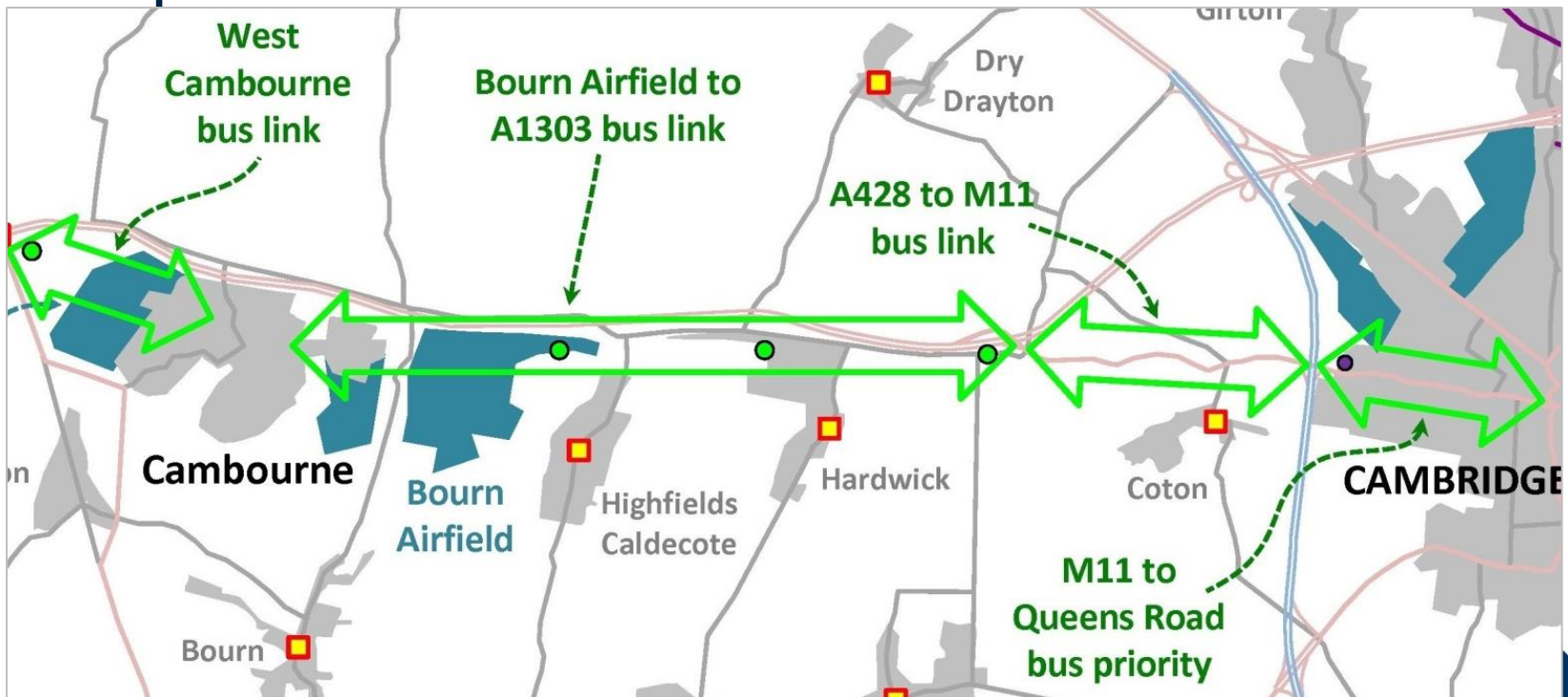
# Milton Road / Histon Road

- ◆ Bus priority on Milton Road from Busway to Mitcham's Corner (and on to city centre)
- ◆ Bus priority on Histon Road between Kings Hedges Road & Castle Street (and on to city)
- ◆ The problem:
  - ◆ Journeys slow and unreliable in peak periods
  - ◆ Prevents the Busway from fulfilling its potential
  - ◆ Limited connectivity to key sites
- ◆ Outputs / outcomes sought:
  - ◆ Improved connectivity
  - ◆ Faster, more reliable bus journeys
  - ◆ Increased bus patronage and new services
  - ◆ Reduced costs in time and money for users



# A428 corridor public transport

- ◆ A high-quality, segregated bus based public transport corridor between Cambourne and Bourn Airfield and Cambridge City Centre, including Park & Ride provision



# A428 corridor public transport

## ◆ The problem:

- ◆ Unreliability – A1303 can add half an hour or more to journey
- ◆ Buses suffer from most of this delay
- ◆ Madingley Road Park & Ride site – after 2 miles of the most congested section of the A1303

## ◆ Outputs / outcomes sought:

- ◆ Faster, more reliable bus journeys
- ◆ Increased bus patronage
- ◆ New route options on the corridor
- ◆ Reduced costs for residents, businesses and workers

# City centre capacity

- ◆ Improvements to sustainable transport capacity, traffic management measures and public realm improvements

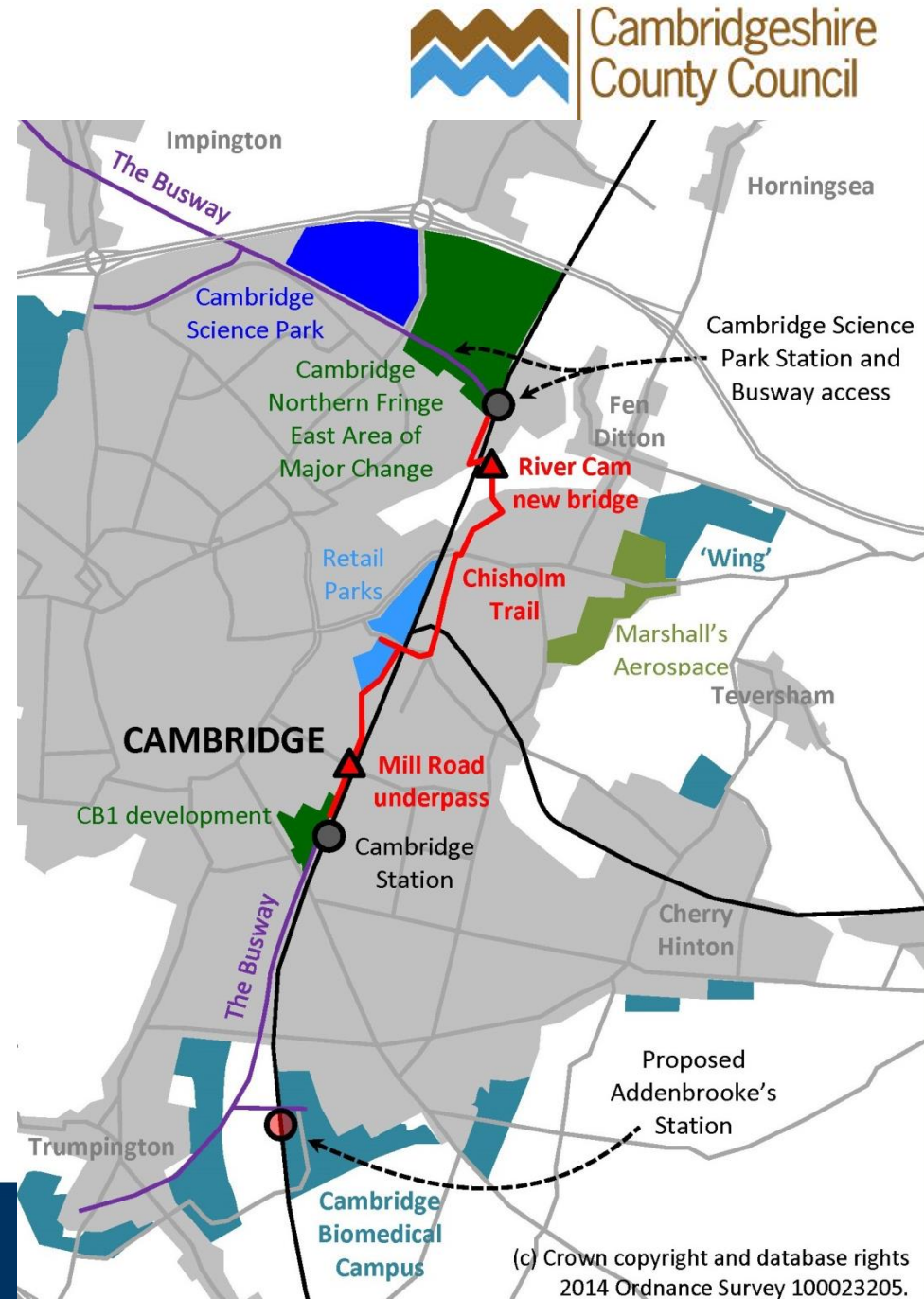


# City centre capacity

- ◆ The problem:
  - ◆ Limited capacity and too many cars
  - ◆ Growth likely to exacerbate problems unless action is taken
  - ◆ Disjointed and patchy cycle network
  
- ◆ Outputs / outcomes sought:
  - ◆ Effective management of travel demand within the city
  - ◆ Better flows of pedestrians, cyclists and buses
  - ◆ Viable choice of modes other than the private car
  - ◆ Improved streetscape and urban realm

# Chisholm Trail

- ◆ A north-south cycle / pedestrian route between Cambridge Station and Cambridge Science Park
- ◆ Including a new bridge over the River Cam in Chesterton and an underpass of the railway at Mill Road



# Process of scheme development

- ◆ Iterative process, with significant consultation
  - ◆ Baseline survey, data gathering and options development
  - ◆ Options report and Outline Business Case
  - ◆ Decision on preferred option to develop
  - ◆ Full Business Case development
  - ◆ Decision to deliver scheme
  - ◆ Statutory processes as applicable
  - ◆ Construction
  
- ◆ Likely to be shorter for smaller schemes



# City Deal – Next steps

- ◆ Scheme development for first tranche schemes
- ◆ Stakeholder and public engagement
- ◆ Develop pipeline schemes for next tranches – present to Assembly and Board in Autumn 2015
- ◆ Independent economic assessment 2019

# Questions