

Transport Strategy for Cambridge and South Cambridgeshire

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FECRA

Dearbhla Lawson

Jeremy Smith

The Strategy Approach

Purpose of the strategy

- ◆ To align & integrate with Local Plan growth ambitions and ensure the transport network can cater for planned growth and its travel demand.
- ◆ To provide a clear policy approach and robust basis for investment decisions
- ◆ To meet County Council's obligations as Local Transport Authority to maintain, manage and improve the local transport network

Developing the strategy

◆ Issues & Options

- ◆ Consultation alongside City and South Cambs Local Plans Issues and Options consultation in 2012

◆ Long term vision & aspirations

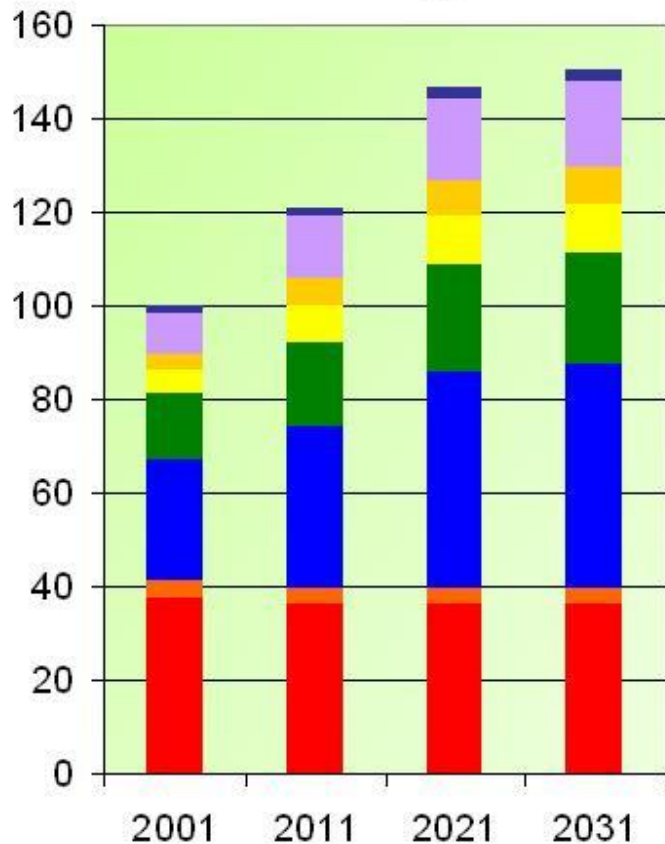
- ◆ Business as usual won't suffice
- ◆ 40% growth forecast between 2001 & 2031: need for a significant modal shift.

Results of 2012 consultation on issues

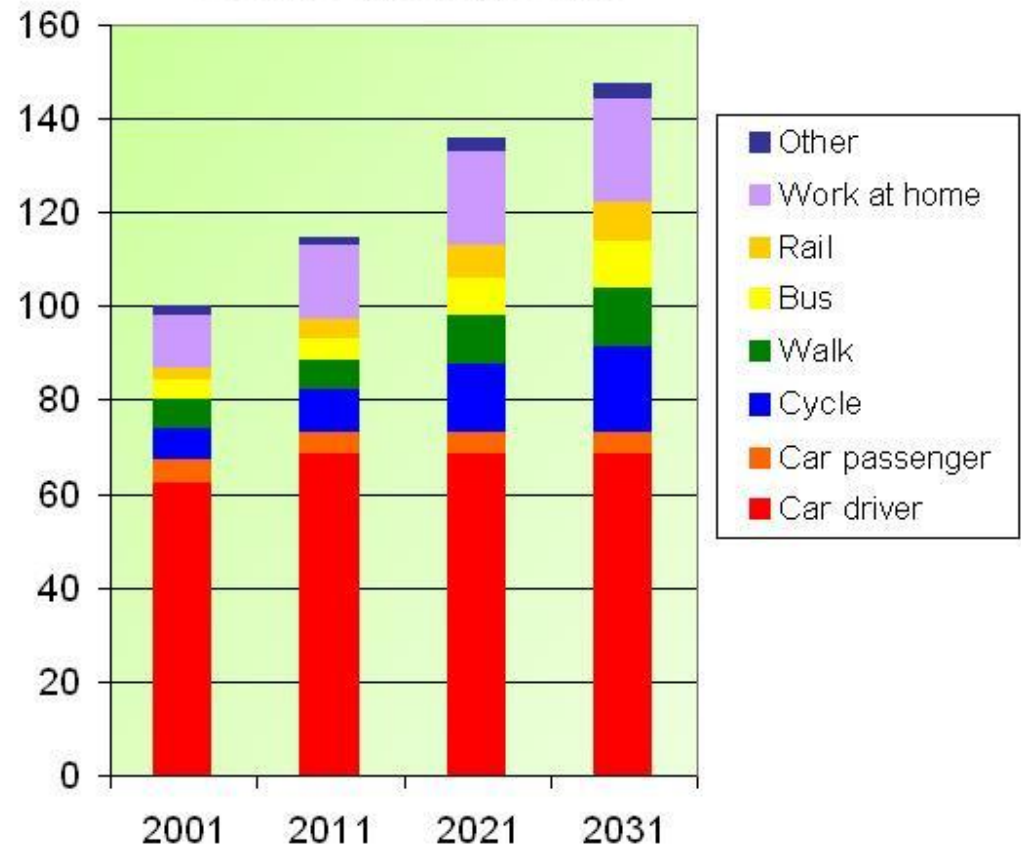
- ◆ 97% agreed Issues & Challenges for Strategy & 81% agreed Vision
- ◆ 84% keen for us to make it easier to walk, cycle and use public transport
- ◆ 90% + agreed need to make most efficient use of network & provide good links between communities, jobs & services
- ◆ ‘Doing more’ approach was favoured most

Can we achieve planned growth and limit traffic growth?

Cambridge



South Cambridgeshire



Why this strategy approach?

- ◆ Making the most of finite capacity



Picture courtesy of www.cyclingpromotion.com.au

The strategy approach

- ◆ The transport network will **support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.**
- ◆ To achieve this, **sustainable transport capacity** will be provided **between key economic hubs in and around the city, and to where people live and access services.**

The strategy approach

- ◆ **The backbone of the strategy will be a high quality passenger transport network** of bus, guided bus and rail services, fed and complemented by comprehensive pedestrian and cycle networks.
- ◆ **Highways capacity enhancements** to ensure that traffic can move efficiently without interfering with passenger transport corridors.

Principles

- ◆ Orbital movements around the city by mode of choice.
- ◆ Trips into the city possible by mode of choice, but non car modes will be prioritised on many key routes.
- ◆ Reducing through traffic & trips across the city will largely be made by non car modes.

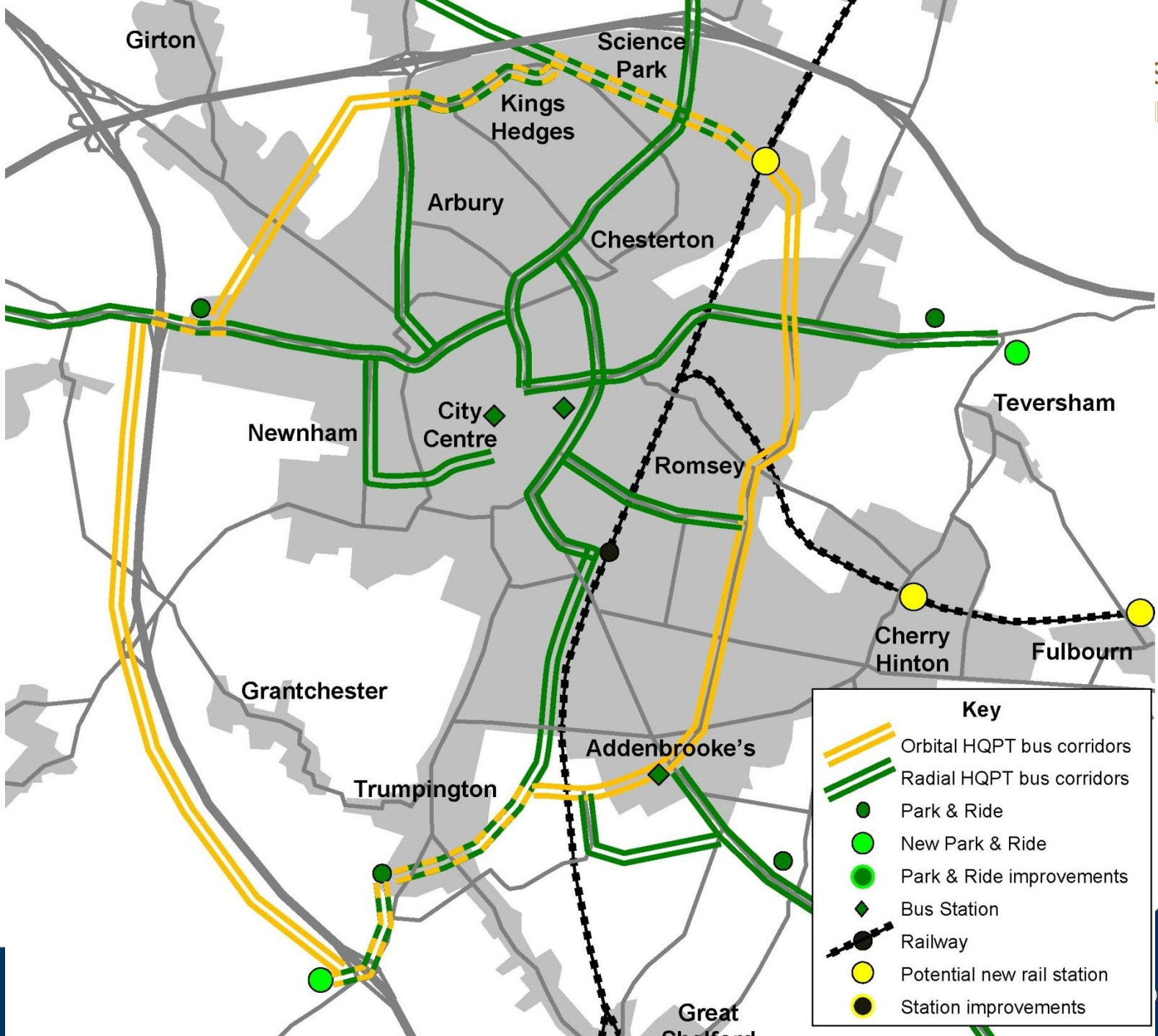
Principles

- ◆ All major corridors into the city will have one or more High Quality Passenger Transport option.
- ◆ Cambridge will be linked to all nearby villages, and each of the Market Towns surrounding it by a high quality, safe and convenient cycle / pedestrian network.
- ◆ Some additional capacity for general vehicular traffic will be needed.

The Strategy: Cambridge

Cambridge

- ◆ Major element of strategy approach
 - ◆ Priority for bus, cycle and pedestrian trips for movement within the city.
 - ◆ Priority through congestion.
 - ◆ Reallocation of road space.
 - ◆ Demand Management.



Demand Management (1)

- ◆ On Street Parking Management.
 - ◆ Parking restrictions as a demand management tool.
 - ◆ Current policy is to only introduce managed on-street parking where there is a local demand for it.
- ◆ Scheme would look at whole of city area and contiguous urban areas in South Cambs.

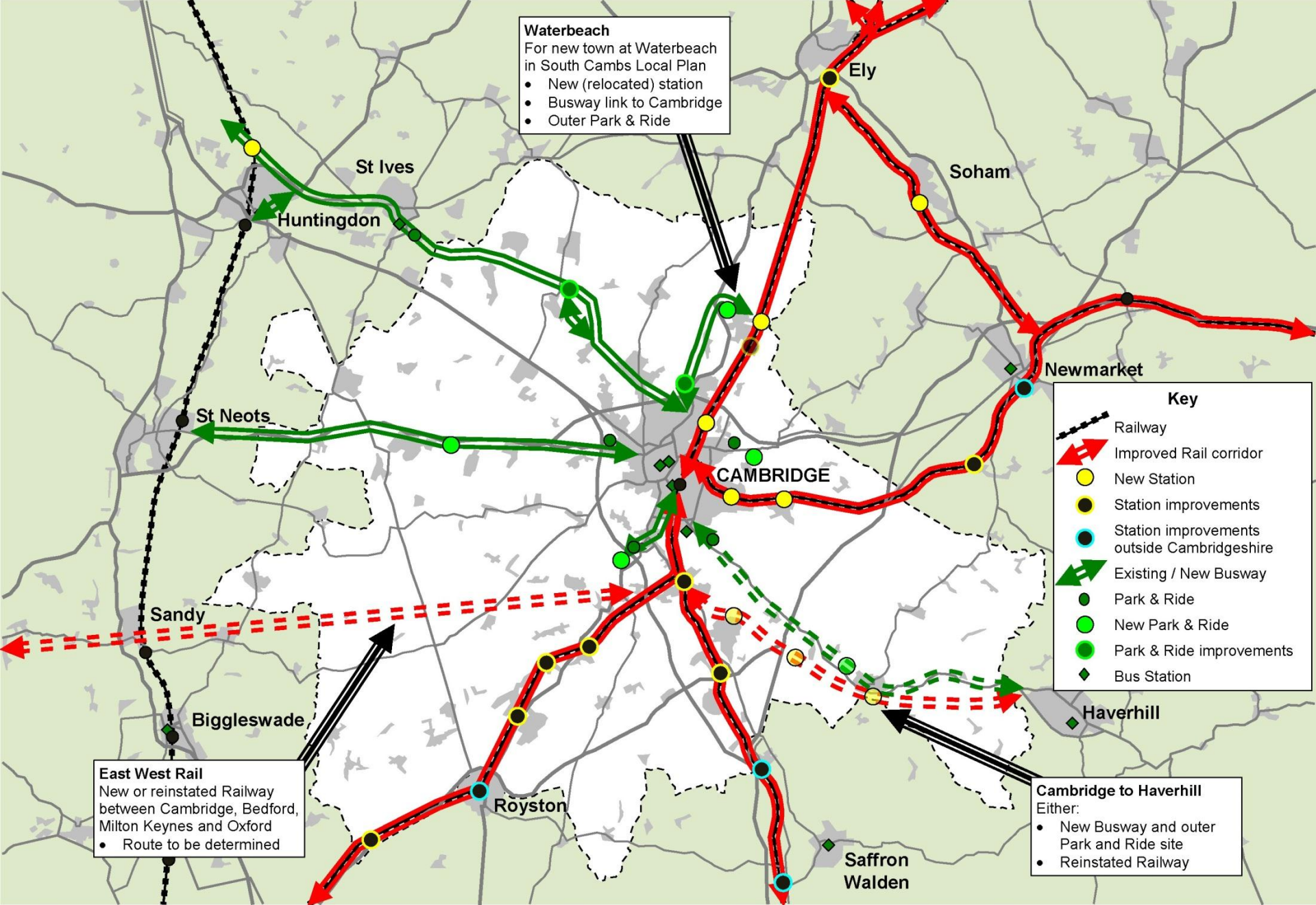
Demand Management (2)

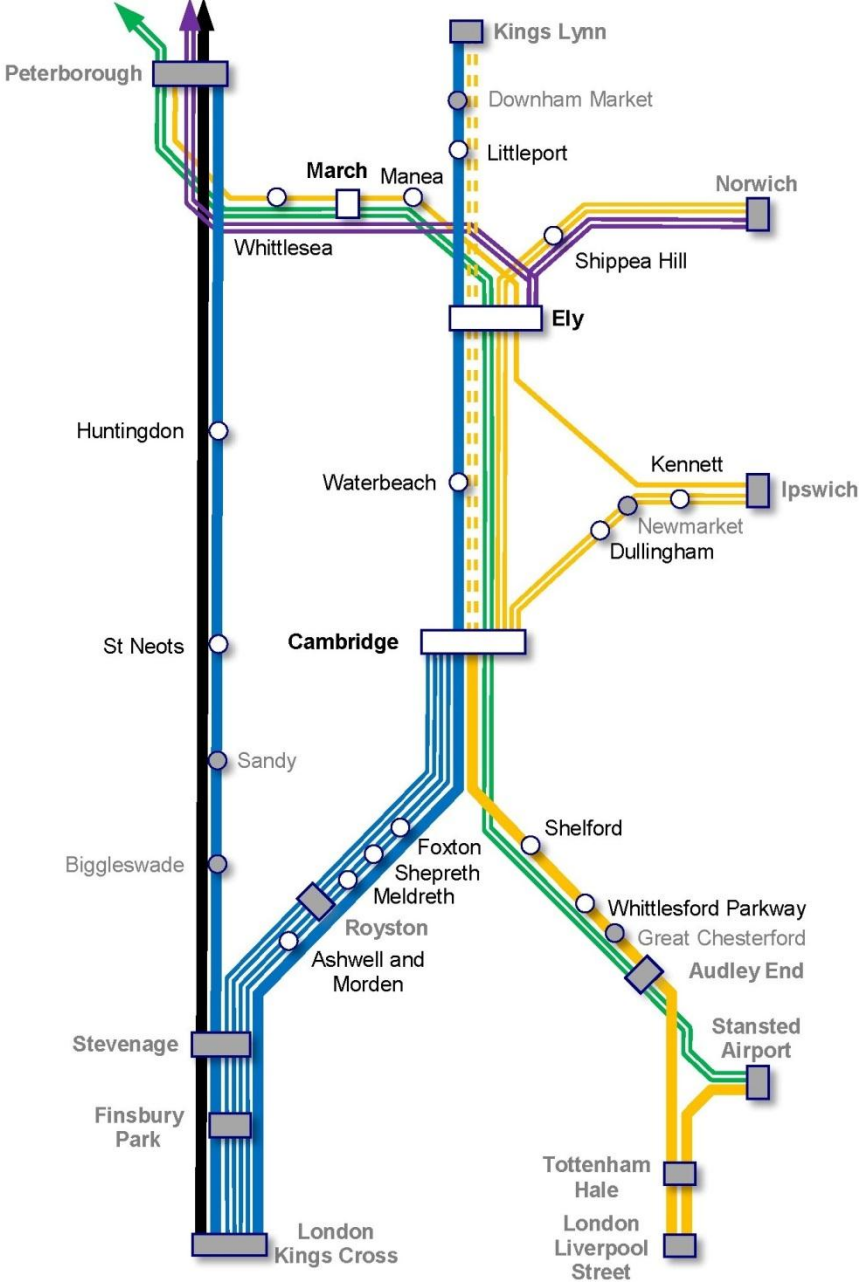
- ◆ Cambridge Core Traffic Scheme principles – extend to wider city.
 - ◆ Trips in and out on same radial – cross city trips by car will involve going out, making an orbital movement and coming back in.
 - ◆ Bus, pedestrian and cycle movements will suffer no such constraint.

The Strategy: Transport Corridors and the rural area

High Quality Passenger Transport into Cambridge

Corridor to Cambridge	Rail	Bus / Guided Bus	Park & Ride
Ely	✓	From Waterbeach	✓
Newmarket	✓		✓
Haverhill	Options to be assessed		✓
Saffron Walden	✓		✓
Royston	✓		✓
St Neots		✓	✓
Huntingdon		✓	✓









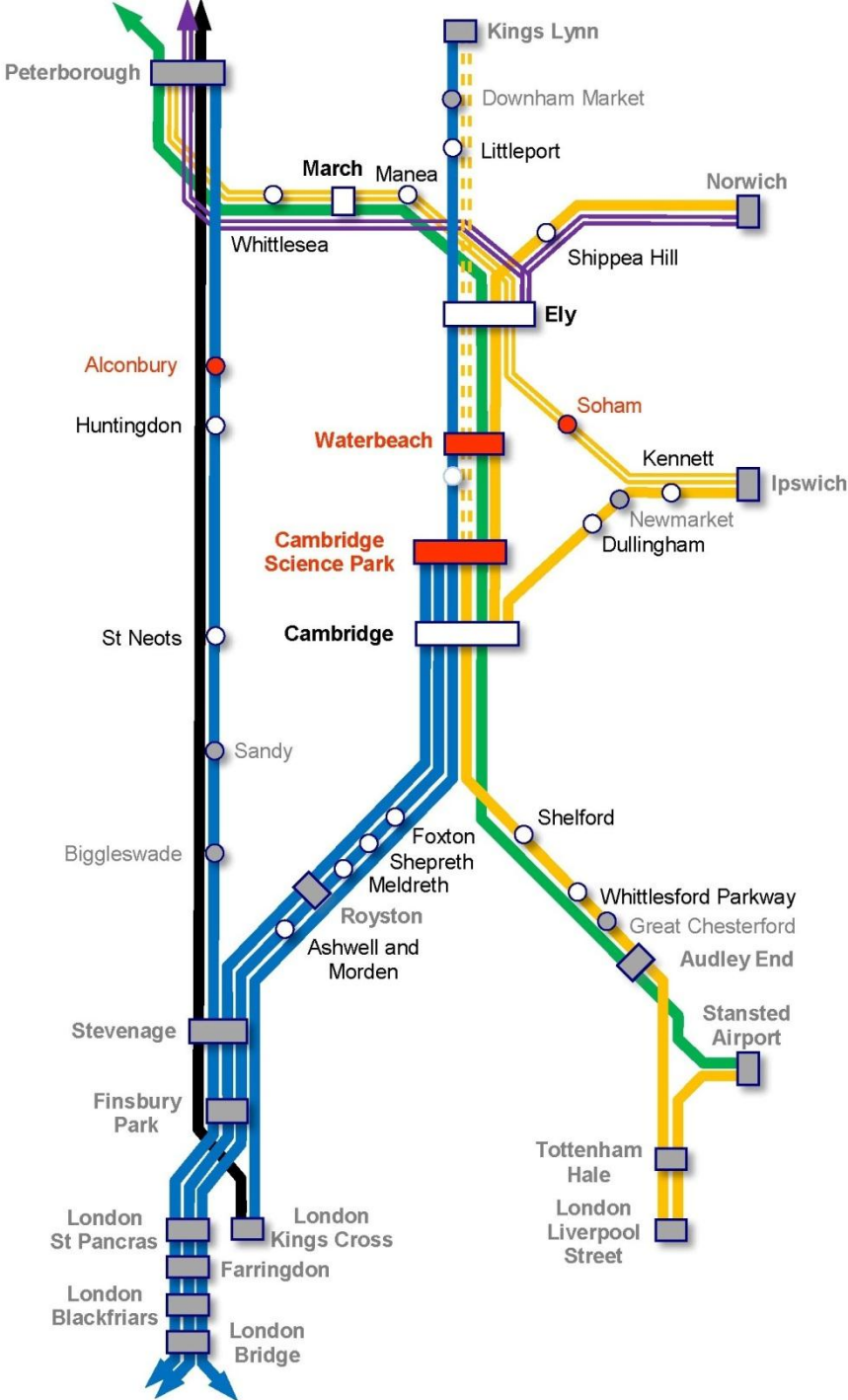


Rail franchise

- Greater Anglia 
- Thameslink 
- CrossCountry 
- East Midlands 
- East Coast 

Service frequency







	Half hourly or greater	Hourly	Two hourly
All Day			
Peak hour only			








Rail franchise

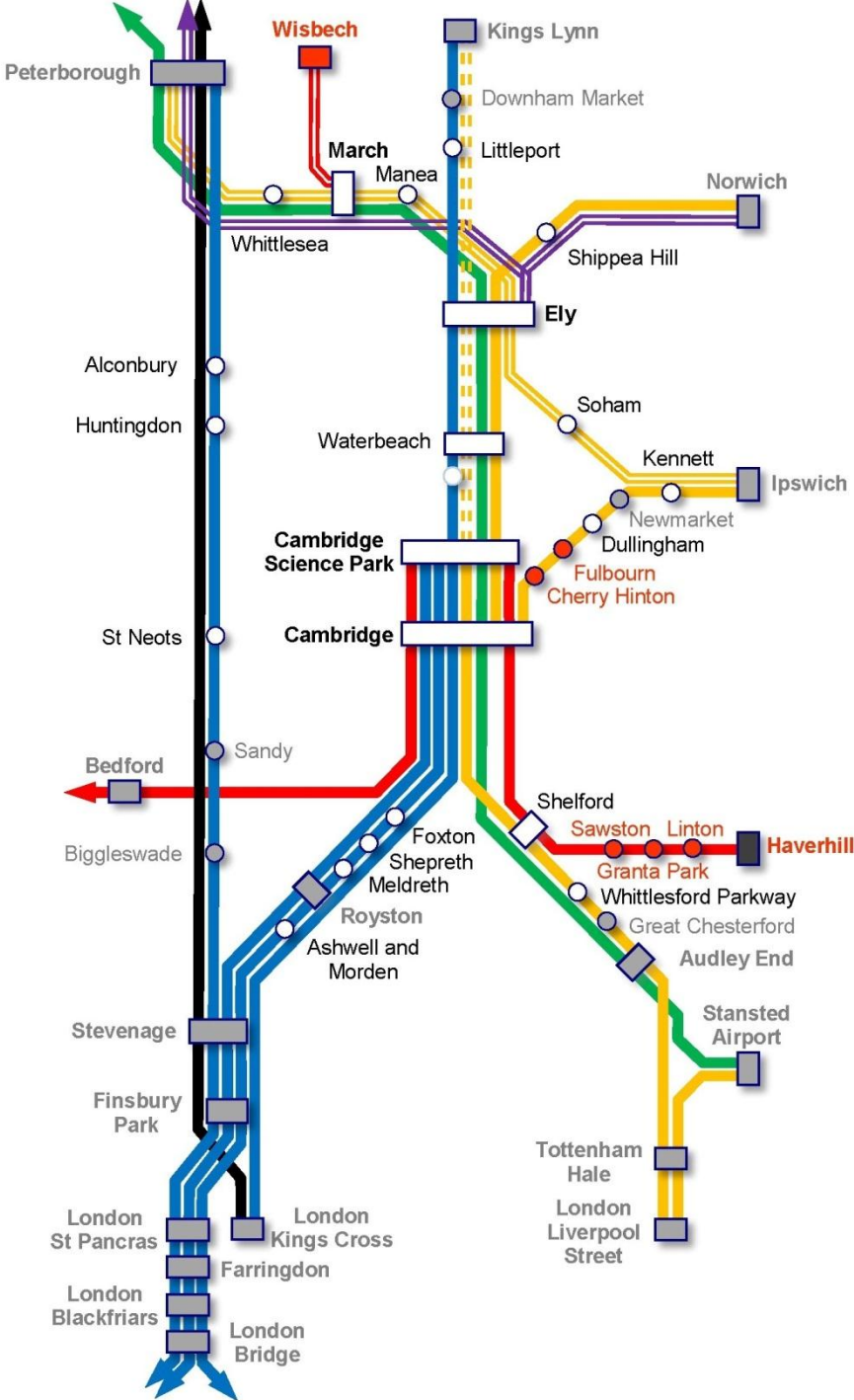
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Existing **New**







- Cambridgeshire stations  
- Other stations  
- New or reopened lines 









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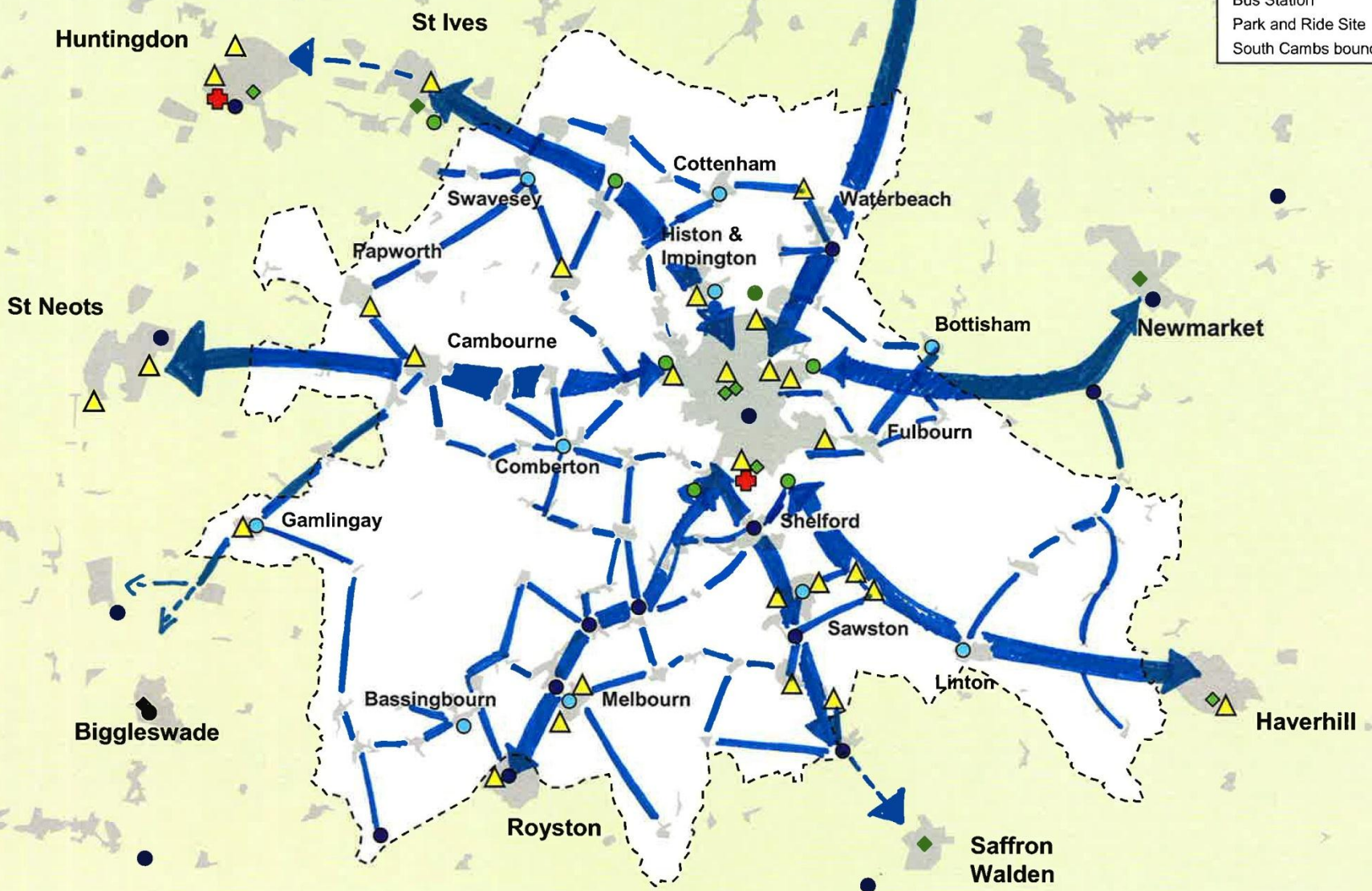
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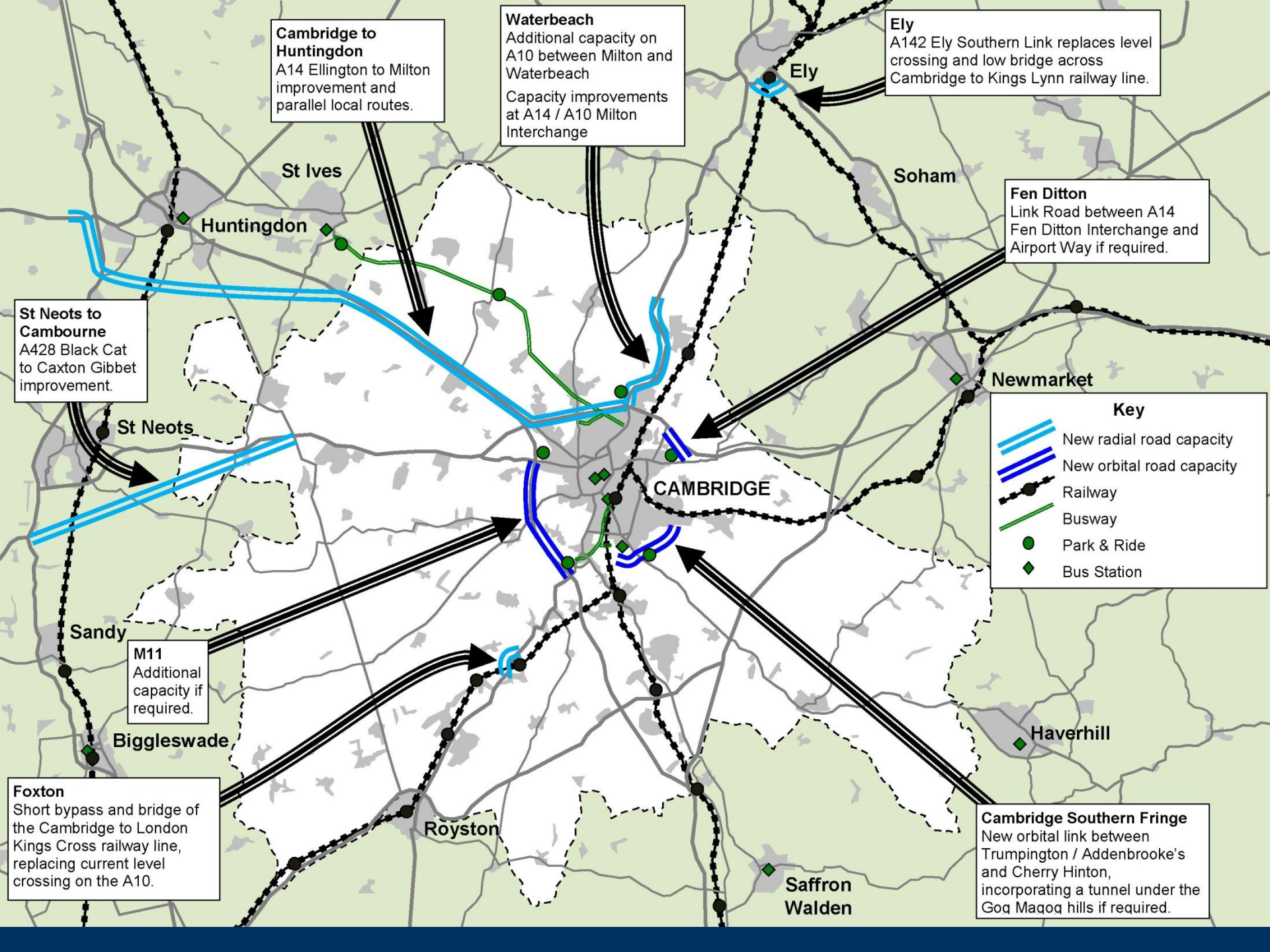
Links into HQPT corridors

- ◆ Local bus routes feeding or utilising HQPT bus corridors.
- ◆ Cambridgeshire Future Transport:
 - ◆ Community led transport solutions.
- ◆ Interchange and local links:
 - ◆ Parking, cycle parking
 - ◆ Passenger information – at stop and via mobile devices / internet.
 - ◆ Footway and cycleway links to key destinations.

**Proposed South Cambridgeshire Cycle Network
February 2013**

Key	
Secondary School	
Hospital with A&E	
Main employment area	
Railway Station	
Bus Station	
Park and Ride Site	
South Cambs boundary	





Cambridge to Huntingdon
 A14 Ellington to Milton improvement and parallel local routes.







Waterbeach
 Additional capacity on A10 between Milton and Waterbeach
 Capacity improvements at A14 / A10 Milton Interchange

Ely
 A142 Ely Southern Link replaces level crossing and low bridge across Cambridge to Kings Lynn railway line.

Fen Ditton
 Link Road between A14 Fen Ditton Interchange and Airport Way if required.

St Neots to Cambourne
 A428 Black Cat to Caxton Gibbet improvement.

Key

-  New radial road capacity
-  New orbital road capacity
-  Railway
-  Busway
-  Park & Ride
-  Bus Station

M11
 Additional capacity if required.

Cambridge Southern Fringe
 New orbital link between Trumpington / Addenbrooke's and Cherry Hinton, incorporating a tunnel under the Gog Magog hills if required.

Foxton
 Short bypass and bridge of the Cambridge to London Kings Cross railway line, replacing current level crossing on the A10.

The Strategy: Major Development – Waterbeach, Bourn Airfield and West Cambourne

Waterbeach, Bourn Airfield and West Cambourne

- ◆ Four major strands to support development.
 - ◆ Rail, Guided Bus and Park & Ride
 - ◆ Pedestrian and Cycle links
 - ◆ Roads
 - ◆ Smarter Choices package
- ◆ Detailed Transport Assessments to define specific package

Impact of the strategy: Transport modelling

Modelling results – traffic

- ◆ Traffic growth of 41% across Cambridge sub-region between 2011 and 2031.
 - ◆ 30% growth in traffic in Cambridge City in am peak
39% growth in South Cambridgeshire in am peak.
 - ◆ Without strategy interventions there could be a 60% increase in peak hour travel time (i.e. greater levels of congestion) in City and a 62% increase in peak hour travel time, and time spent in congestion more than doubling
- ◆ Transport package reduces the level of traffic growth by 22% in Cambridge.

Modelling results – Accessibility

- ◆ Transport Strategy will help shift towards sustainable alternatives:
- ◆ Growth in traffic continues but measures should directly result in **non car trips** into Cambridge growing at **double** the normal rate (23%)
- ◆ Growth in car trips into the City are to be **reduced by 15%**
- ◆ Measures lead to **increase** in **total trips** to City- it becomes more accessible overall

Delivering the Strategy

- ◆ Significant investment needed – priorities need to be established
- ◆ Exploring funding sources – S106, Community Infrastructure Levy, Local Transport Plan Funding, other potential sources like Single Local Growth Fund & City Deal
- ◆ Develop Action Plan identifying infrastructure requirements over plan period

Next steps

- ◆ Consultation running in parallel with the City Council and South Cambridgeshire, until end September
- ◆ 25 exhibitions across the City and South Cambridgeshire
- ◆ Please give us your feedback through online questionnaire
- ◆ Changes made to strategy during the autumn with a view to finalising early 2014