

Draft Final Sustainability Appraisal (March 2014)

Part 2 Appendix 12: Transport

APPENDIX 12 – TRANSPORT - DETAILED REVIEW OF PLANS AND PROGRAMMES, INFORMATION SOURCES AND EVIDENCE BASE

Detailed Review of Plans and Programmes

INTERNATIONAL		
White Paper European Transport Policy for 2010: Time to Decide	European Commission	2001
The Trans-European Transport Networks (TENT)	European Commission	2003
Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system	European Commission	2011
NATIONAL		
Securing the Future: delivering UK sustainable development strategy	DEFRA	2005
Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen	Department for Transport	2011
Transport Ten Year Plan	Department for Transport	2000
Managing Our Roads	Department for Transport	2003
The Future of Transport: A Network for 2030	Department for Transport	2004
Delivering a Sustainable Railway	Department for Transport	2007
Towards a Sustainable Transport System & Delivering a Sustainable Transport System	Department for Transport	2007 & 2008
Community Transport Local Transport Plan Best Practice Guidance	Department for Transport	2010
Active Travel Strategy	Department for Transport	2010
Local Transport Bill	UK Government	2008
Local Transport Bill	UK Government	2000
Planning and the Strategic Road Network	UK Government	2007
National Planning Policy Framework	Communities and Local Government	2012
Business Plan 2011-15	Department for Transport	2011
Freight Modal Choice Study	Department for Transport	2010
Freight Route Utilisation Strategy	Network Rail	2007
REGIONAL		
COUNTY / CAMBRIDGE SUB-REGION		
Cambridgeshire Local Transport Plan 2011-2026	Cambridgeshire County Council	2011

Cambridge to Huntingdon Multi Modal Study	Department of Transport	2001
The Transport Innovation Fund Study	Cambridgeshire County Council	2007
Long Term Transport Strategy	Cambridgeshire County Council	2005
Delivering a Sustainable Transport System (DaSTS) Study	Cambridgeshire County Council	2010
Rural Strategy for Cambridgeshire 2010-2015	Cambridgeshire ACRE	2011
DISTRICT		
South Cambridgeshire Corporate Plan – Vision, Values and The Three As	South Cambridgeshire District Council	2012
South Cambridgeshire Community Transport Strategy 2010-12	South Cambridgeshire District Council	2010

Plan / Programme / Strategy	White Paper European Transport Policy for 2010: Time to Decide, European Commission, 2001
Level	International
Web Link	http://ec.europa.eu/transport/strategies/doc/2001_white_paper/lb_com_2001_0370_en.pdf
Summary	
The white paper shapes the European transport policy up to 2010 and presents some 60 measures to be taken at community level, in order to promote the development of an economically, socially and environmentally sustainable transport system.	
Key Objectives	
Principle objectives are:	
<ul style="list-style-type: none"> • the revitalisation of railways, including the plan to create a network exclusively dedicated to goods; • the improvement of road transport quality and safety; • the promotion of transport by sea and inland waterways, aimed at alleviating the congestion of some road infrastructure; • air traffic regulation; • the promotion of intermodality; • the development of the trans-European transport network; • the harmonisation of transport charges; • protection of user rights and the targeting of an efficient, clean and sustainable transport system. 	
Implications for the Local Plan	
Seek to promote the development of an economically, socially and environmentally sustainable transport system compatible with European objectives.	

Plan / Programme / Strategy	The Trans-European Transport Networks (TENT), European Commission, 2003
Level	International
Web Link	http://ec.europa.eu/transport/infrastructure/index_en.htm

Summary

The Trans-European Transport Networks are a planned set of road, rail, air and water transport networks designed to serve the entire continent of Europe. TEN-T envisages coordinated improvements to primary roads, railways, inland waterways, airports, seaports, inland ports and traffic management systems, so as to provide integrated and intermodal long-distance high-speed routes for the movement of people and freight throughout Europe. In 2003 the Commission compiled a list of 30 priority projects to be launched before 2010.

Key Objectives

As a whole, TEN-T projects aim to:

- Establish and develop the key links and interconnections needed to eliminate existing bottlenecks to mobility
- Fill in missing sections and complete the main routes — especially their cross-border sections
- Cross natural barriers
- Improve interoperability on major routes

The following routes within the East of England are currently incorporated in the TEN-T network:

Priority Project 13: United Kingdom/Ireland/ Benelux Road Axis

Covering the A14 and parts of the A12, A120 and M11

Priority Project 14: West Coast Mainline

A small part of the WCML passes through Hertfordshire and Bedfordshire (Watford Junction being the relevant station).

Priority Project 26: Railway/Road Axis Ireland/United Kingdom/Continental Europe

Covering the Felixstowe to Nuneaton Rail Line.

Priority Project 21: Motorways of the Sea

Covering: Harwich, Felixstowe, Ipswich, Great Yarmouth and Tilbury.

In addition, a number of routes run through the region which are not 'priority' routes but still part of the 'comprehensive' TEN-T network. These are:

Road: the A47, parts of the A1, A1(M), A12, A14, A120, M1, M11 and the M25

Rail: Great Yarmouth–Peterborough, Kings Lynn–London (Via Cambridge), Felixstowe–Norwich, Harwich–London, East Coast Mainline, Midland Mainline and Southend–London

Ports: Felixstowe, Harwich, Ipswich and Great Yarmouth

Airports: Norwich, Luton, Stansted and Southend

Implications for the Local Plan

Need to consider the impact of proposals on achieving the TEN-T proposals, in particular in relation to the A14, M11 and Felixstowe to Nuneaton Rail line.

Plan / Programme / Strategy	Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system, European Commission, 2011
Level	International

Web Link	http://ec.europa.eu/transport/strategies/2011_white_paper_en.htm
Summary	
40 initiatives for the next decade to build a competitive transport system that will increase mobility, remove major barriers in key areas and fuel growth and employment. At the same time, the proposals will dramatically reduce Europe's dependence on imported oil and cut carbon emissions in transport by 60% by 2050.	
Key Objectives	
<ul style="list-style-type: none"> • Growing Transport and supporting mobility while reaching the 60% emission reduction target. • An efficient core network for multimodal intercity travel and transport. • A global level-playing field for long-distance travel and intercontinental freight. • Clean urban transport and commuting. 	
Implications for the Local Plan	
Seek to develop and improve mobility, assist future growth and employment, whilst at the same time reducing the emissions from transport.	

Plan / Programme / Strategy	Securing the Future: delivering UK sustainable development strategy (DEFRA) (2005)
Level	National
Web Link	http://www.defra.gov.uk/publications/2011/03/25/securing-the-future-pb10589/
Summary	
The Strategy for sustainable development aims to enable all people throughout the world to satisfy their basic needs and enjoy a better quality of life without compromising the quality of life of future generations.	
Key Objectives	
This strategy contains 5 key principles and 68 indicators. The key principles relate to:	
<ol style="list-style-type: none"> 1. Living within environmental limits 2. Ensuring a strong, healthy and just society 3. Achieving a sustainable economy 4. Using sound science responsibly 5. Promoting good governance. 	
Includes the aim to meet transport needs more effectively	
Implications for the Local Plan	
Local Plan needs to aim to achieve sustainable development.	

Plan / Programme / Strategy	Creating Growth, Cutting Carbon Making Sustainable Local Transport Happen, Department for Transport, 2011
Level	National
Web Link	http://www.dft.gov.uk/publications/making-sustainable-local-transport-happen/
Summary	
The White Paper brings together the announcements and initiatives on local transport governance and funding since the May 2010 elections. The theme of the White Paper is offering people choices that will deliver a shift in behaviour in many more local journeys,	

drawing on what is tried and tested. For local journeys (two-thirds of all journeys are less than five miles), the aim is to make walking, cycling and public transport more attractive. Local councils and the community are envisaged as having a vital role in enabling people to make more sustainable transport choices. The Government's role will be to remove burdens and make sustainable choices integral to mainstream transport planning.

Key Objectives

The vision is for a transport system that is an engine for economic growth but one that is also greener and safer and improves quality of life in our communities. By improving the links that move goods and people around, and by targeting investment in new projects that promote green growth, the objective is to help to build the balanced, dynamic low carbon economy that is essential for future prosperity.

The priority for local transport is to encourage sustainable local travel and economic growth by making public transport and cycling and walking more attractive and effective, promoting lower carbon transport and tackling local road congestion.

Implications for the Local Plan

Seek to enable and encourage more healthy and sustainable local travel choices by making public transport and cycling and walking more attractive and effective.

Plan / Programme / Strategy	Transport Ten Year Plan, Department for Transport, 2000
Level	National
Web Link	
Summary	
The Transport Ten Year Plan indicated an acceptance that unrestrained growth in road traffic was neither desirable nor feasible. The worries were threefold: concerns about congestion; about the effect of road traffic on the environment (both natural and built) and that an emphasis on road transport discriminates against vulnerable groups in society such as the poor, the elderly and the disabled. The Plan reiterated the emphasis on integration: within and between different modes of transport; with the environment; with land use planning; and with policies for education, health and wealth creation.	
Key Objectives	
It set down eight Public Service Agreement targets, including to:	
<ul style="list-style-type: none"> • <u>reduce road congestion</u> on the inter-urban network and in large urban areas by promoting integrated transport solutions and investing in public transport and the road network • <u>increase rail use</u>, with investment in infrastructure and capacity, whilst securing improvements in punctuality and reliability • <u>increase bus use</u>, while securing improvements in punctuality and reliability • <u>improve air quality</u> by meeting our National Air Quality Strategy targets • <u>reduce greenhouse gas emissions</u>, and a <u>reduction in carbon dioxide emissions</u> • <u>reduce the number of people killed or seriously injured in road accidents</u> and the number of children killed or seriously injured 	
Implications for the Local Plan	
Seek to address the issues included within the PSA targets and consider the impact of proposals on achieving the PSA targets, in particular through the delivery of integrated transport solutions.	

Plan / Programme / Strategy	Managing Our Roads, Department for Transport, 2003
Level	National
Web Link	N/A
Summary	
This discussion paper is a contribution to the overall review and roll forward of the Government's 10 Year Plan for Transport. It sets out the challenges faced over the next 20 to 30 years in providing opportunities for travel, as the economy grows, whilst taking account of the impact on the environment. It contributes to the overall review of the Government's 10 Year Plan for transport.	
Key Objectives	
Key themes addressed in the document include:	
<ul style="list-style-type: none"> • Planning, public transport and promoting choices • Tackling congestion • New technology opens up new possibilities • The role of capacity and pricing 	
Implications for the Local Plan	
Seek to reduce the need to travel through land-use and travel planning, increase modal choice and address network capacity issues through better network management and demand management.	

Plan / Programme / Strategy	The Future of Transport: A Network for 2030, Department for Transport, 2004
Level	National
Web Link	http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/about/strategy/whitepapers/previous/fot/
Summary	
This White Paper looks at the factors that will shape travel, and our transport networks, over the next 30 years. It sets out how the Government will respond to existing pressures, safeguard our economic and social well being and our environment. It takes the opportunity to extend a long term framework across all modes of transport, except air. It sets out how we will respond to, and reshape, the challenges we face – being smarter than predict and provide, managing people's need to travel and respecting our environment.	
Key Objectives	
The strategy is built around three key themes:	
<ul style="list-style-type: none"> • Sustained investment over the long term. • Improvements in transport management. • Planning ahead. 	
Implications for the Local Plan	
Seek to reduce the need to travel, encourage modal shift through travel planning, and secure improvements towards schemes to address existing and future pressures on the transport network.	

Plan / Programme / Strategy	Delivering a Sustainable Railway, Department for Transport, 2007
Level	National
Web Link	http://www.dft.gov.uk/publications/white-paper-delivering-a-sustainable-railway/

Summary
The white paper looks at the potential future challenges for the railway over a 30-year horizon. It identifies three long-term agendas for Government and the rail industry working in partnership: increasing the capacity of the railway, delivering a quality service for passengers, and fulfilling rail's environmental potential.
Key Objectives
The ambition for the future is enabling growth with a railway that:
<ul style="list-style-type: none"> • Can handle double today's level of freight and passenger traffic; • Is even safer, more reliable and more efficient than now; • Can cater for a more diverse, affluent and demanding population; and • Has reduced its own carbon footprint and improved its broader environmental performance.
Implications for the Local Plan
Consider how the Local Plan can contribute to improving access to rail for freight and passenger traffic.

Plan / Programme / Strategy	Towards a Sustainable Transport System, Department for Transport, 2007 & Delivering a Sustainable Transport System, Department for Transport, 2008
Level	National
Web Link	http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/about/strategy/transportstrategy/tasts/
Summary	
Published in 2007, in response to the Eddington Study and the Stern Review, it outlines five goals for transport (listed below). It outlines the key components of our national infrastructure. It discusses the difficulties of planning over the long term in the context of uncertain future demand and describes the substantial investments being made to tackle congestion and crowding on our transport networks. This document explains how the Government is putting this into action in a way that both tackles our immediate problems and also shapes the transport system to meet the longer term challenges that are critical for our prosperity and way of life.	
Key Objectives	
Five goals for transport:	
<ul style="list-style-type: none"> • To support national economic competitiveness and growth, by delivering <u>reliable and efficient transport networks</u> • To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of <u>tackling climate change</u> • To contribute to <u>better safety security and health and longer life-expectancy</u> by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health • To promote <u>greater equality of opportunity for all citizens</u>, with the desired outcome of achieving a fairer society; • To <u>improve quality of life</u> for transport users and non-transport users, and to <u>promote a healthy natural environment</u> 	
Implications for the Local Plan	
Seek to address the five goals and consider the impact of proposals on achieving the five goals.	

Plan /	Community Transport Local Transport Plan Best Practice Guidance,
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Programme / Strategy	Department for Transport, 2010
Level	National
Web Link	http://webarchive.nationalarchives.gov.uk/tna/20110131045005/http://www.dft.gov.uk/pgr/regional/ltp/guidance/localtransportsplans/policies/communitytransport/
Summary	
Community Transport, often run by the third sector, provides transport to those unable to access conventional public transport. The aim of this document is to highlight the benefits of community transport and explain how local authorities can engage with the sector.	
Key Objectives	
Encouraging local authorities to approach and work more closely with community transport providers to ensure provision of safe, accessible and affordable transport solutions tailored to their local community.	
Implications for the Local Plan	
Seek to work with community transport providers to integrate community transport into new development proposals and existing transport networks.	

Plan / Programme / Strategy	Active Travel Strategy, Department for Transport, 2010
Level	National
Web Link	http://www.erpho.org.uk/viewResource.aspx?id=20846
Summary	
The Government's strategy for getting more people walking and cycling more often and more safely, by putting walking and cycling at the heart of local transport and public health strategies and plans.	
Key Objectives	
Aim to make walking and cycling the preferred modes of local transport for the 21st century. <ul style="list-style-type: none"> • Promote better public health and well-being by increasing levels of physical activity, particularly among the most inactive people in our society; • Increase accessibility and reduce congestion; • Improve air quality and reduce carbon emissions. 	
Implications for the Local Plan	
Seek to ensure destinations are accessible by active modes and designed to a high quality to provide safe routes and encourage greater take up.	

Plan / Programme / Strategy	Local Transport Act, UK Government, 2008
Level	National
Web Link	http://www.legislation.gov.uk/ukpga/2008/26/pdfs/ukpga_20080026_en.pdf
Summary	
Local government has a vital role to play in ensuring that our communities have access to the safe, reliable and affordable transport choices they need. It also has a crucial role in securing better integration between different transport modes. The Act provides new and enhanced opportunities for local authorities to deliver a high-quality, integrated public transport system to meet local needs.	

Key Objectives	
The Act will:	
<ul style="list-style-type: none"> • Give local authorities powers to improve the quality of local bus services; • Allow for the creation of an influential new bus passenger champion to represent the interests of bus passengers; • Give local authorities the power to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport; • Update legal powers to allow local road pricing schemes. 	
Implications for the Local Plan	
Seek to ensure buses are adequately addressed into new development proposals, including effective measures for bus priority and traffic management.	

Plan / Programme / Strategy	Local Transport Act, UK Government, 2000
Level	National
Web Link	http://www.legislation.gov.uk/ukpga/2000/38/pdfs/ukpga_20000038_en.pdf
Summary	
The Transport Act 2000 made a number of reforms to local transport planning and delivery, including the requirement on all local transport authorities in England outside of London to produce a Local Transport Plan, and new powers for local authorities to enter into Quality Partnerships with bus operators and to introduce Road User Charging Schemes and Workplace Parking Levies.	
Key Objectives	
<ul style="list-style-type: none"> • requirement on all local transport authorities to produce a Local Transport Plan 	
Implications for the Local Plan	
Seek to be consistent with, and deliver the objectives of, the Cambridgeshire Local Transport Plan, outlined below.	

Plan / Programme / Strategy	Planning and the Strategic Road Network, UK Government, 2007
Level	National
Web Link	http://www.planningportal.gov.uk/planning/planningpolicyandlegislation/currentenglishpolicy/circulars/roads
Summary	
This circular explains how the Highways Agency will participate in all stages of the planning process with Government Offices, regional and local planning authorities, local highway / transport authorities, public transport providers and developers to ensure national and regional aims and objectives can be aligned and met.	
Key Objectives	
<ul style="list-style-type: none"> • The efficient movement of people and goods on the strategic road network to support the economy. • Managing and operating a safe and efficient strategic road network • Considering the potential impact on the network of proposals for new developments. 	
Implications for the Local Plan	
Consult and work with the Highways Agency on proposals that may impact on the strategic	

road network Including the A14, M11, and A428.

Plan / Programme / Strategy	National Planning Policy Framework, Communities and Local Government, 2012
Level	National
Web Link	http://www.communities.gov.uk/planningandbuilding/planningsystem/planningpolicy/planningpolicyframework/
Summary	
The National Planning Policy Framework sets out the Government's economic, environmental and social planning policies for England. Taken together, these policies articulate the Government's vision of sustainable development, which should be interpreted and applied locally to meet local aspirations.	
Key Objectives	
(Para 17) Planning should: actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable;	
(Para 30) Encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion. In preparing Local Plans, local planning authorities should therefore support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.	
(Para 31) Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development...	
(Para 32) All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:	
<ul style="list-style-type: none"> • the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure; • safe and suitable access to the site can be achieved for all people; and • improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe. 	
(Para 34) Plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. However this needs to take account of policies set out elsewhere in this Framework, particularly in rural areas.	
(Para 35) Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people...	
(Para 37) Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.	

(Para 38) For larger scale residential developments in particular, planning policies should promote a mix of uses in order to provide opportunities to undertake day-to-day activities including work on site. Where practical, particularly within large-scale developments, key facilities such as primary schools and local shops should be located within walking distance of most properties.

Implications for the Local Plan

Seek to ensure new patterns of development are in sustainable locations or locations which can be made sustainable as a result of development and able to maximise access by non-car modes.

Plan / Programme / Strategy	Business Plan 2011-15, Department for Transport
Level	National
Web Link	http://www.dft.gov.uk/publications/dft-business-plan-2011-2015/
Summary	
Government has highlighted its key overarching transport policies in its Business Plan 2011-2015 as those which help grow the economy and help tackle carbon dioxide emissions – i.e. green growth. Government also supports the need for safer, less congested and less polluted roads which contribute towards improved quality of life in our communities.	
Key Objectives	
<ul style="list-style-type: none"> • Deliver the coalition's commitments on high speed rail. • Secure our railways for the future. • Encourage sustainable local travel. • Tackle carbon and congestion on our roads. 	
Implications for the Local Plan	
Seek to ensure new patterns of development are in sustainable locations or locations which can be made sustainable as a result of development and able to maximise access by non-car modes.	

Plan / Programme / Strategy	Freight Modal Choice Study, Department for Transport, 2010
Level	National
Web Link	http://www.dft.gov.uk/publications/freight-modal-choice-study/
Summary	
This study seeks to explore the impacts of freight modal choice and identify the extent to which further changes in modal choice can contribute towards improving outcomes on the national network, particularly with respect to reducing delay on key sections of the road network; and reducing carbon and local air quality pollutants emitted from a given volume of freight movements.	
Key Objectives	
Work commissioned for the study has focussed on collecting evidence to achieve the following objectives:	
a) To identify which current domestic and international journeys on the road network, by commodity type and location, have the greatest potential for use of alternative modes by: <ul style="list-style-type: none"> • Conducting a review of the existing evidence on the addressable markets for rail and water freight, specifically with regard to commodities which are currently transported by road but could be transported by other modes. 	

- Modelling current road, rail and coastal shipping freight journeys across the national network by volume of traffic, length of haul and market or commodity type to determine where on the network these addressable markets are.

b) To understand why businesses choose particular modes to transport goods through identifying the influencing factors in the business decision making process for modal choice and which of these influencing factors are barriers to achieving realistic use of alternative modes including by:

- Conducting a critical review of the existing evidence on the behavioural barriers to achieving realistic modal shift from road to rail and water and the factors that influence businesses to make the decisions they make around modal choice.

Implications for the Local Plan

Consider how the Local Plan can contribute to improving access to rail for freight traffic.

Plan / Programme / Strategy	Freight Route Utilisation Strategy, Network Rail, 2007
Level	National
Web Link	http://www.networkrail.co.uk/aspx/4449.aspx
Summary	
This strategy forecasts further growth of up to 30 percent in rail freight - the equivalent of an extra 240 freight trains per day – over the next ten years (to 2014/5. For this additional demand to be met by road freight would lead to around an extra 1.5 million lorry journeys on the roads each year. The study recommends a number of approaches and enhancements to the network; the chief recommendation is the enhancement of the loading gauge from Southampton and the East Anglia coast ports to West Coast Main Line (WCML).	
Key Objectives	
Recommendations by route - Haven ports (Felistowe, Ipswich and Harwich) to the WCML:	
<p>Short term Capacity upgrades paid for by Hutchison Ports UK for planning permission for port expansion, including W10 clearance between Ipswich and Doncaster via Peterborough; growth in demand to be accommodated on the route via the North London Line (NLL).</p>	
<p>Medium term W10 clearance west of the East Coast Main Line (ECML) to Leicester and Nuneaton, together with other capacity enhancements to avoid the southern part of WCML; also W10 clearance of the Barking to Gospel Oak line to allow trains from North Thameside to avoid the NLL, leaving more paths for Haven ports trains.</p>	
<p>Long term Infrastructure to allow the lengthening of container trains from 24 to 30 wagons.</p>	
Implications for the Local Plan	
Consider how the Local Plan can contribute to improving access to rail for freight traffic.	

Plan / Programme / Strategy	Cambridgeshire Local Transport Plan 2011-2026, Cambridgeshire County Council, 2011
Level	County
Web Link	http://www.cambridgeshire.gov.uk/NR/rdonlyres/81A57E02-

	48D8-4C24-862F-B42A900F70D8/0/LTP3PoliciesandStrategy.pdf
Summary	
Local Transport Plan 3 (LTP3), as a suite of documents, seeks to address existing transport challenges as well as setting out the policies and strategies to ensure that planned large-scale development can take place in the county in a sustainable way. Transport and land-use planning are inextricably linked. The identification of problems and the challenges posed in addressing them has informed the development of the transport strategy and will drive the delivery of the Local Transport Plan.	
Key Objectives	
The LTP3 document addresses the following priorities:	
<ul style="list-style-type: none"> • Supporting and protecting people when they need it most • Helping people to live independent and healthy lives in their communities • Developing our local economy for the benefit of all <p>and objectives:</p> <ol style="list-style-type: none"> 1. Enabling people to thrive, achieve their potential and improve quality of life 2. Supporting and protecting vulnerable people 3. Managing and delivering the growth and development of sustainable communities 4. Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise 5. Meeting the challenges of climate change and enhancing the natural environment 	
Summary of how objective 3 ‘Managing and delivering the growth and development of sustainable communities’ will be met:	
<ul style="list-style-type: none"> • Discourage use of cars where alternatives exist and encourage use of sustainable means of transport such as walking, cycling and public transport • Facilitate active travel through improvements in footpaths and cycle ways • Implement road safety initiatives to reduce road traffic accidents • Influence planning decisions to co-locate housing with jobs and services to reduce the need to travel • Influence the design of new developments to promote road safety and encourage travel by foot and bicycle • Implement travel plans and other smarter choices measures such as car clubs and car sharing 	
Implications for the Local Plan	
Consider how the Local Plan can contribute to the achievement of the LTP objectives.	

Plan / Programme / Strategy	Cambridge to Huntingdon Multi Modal Study, Department for Transport, 2001
Level	County
Web Link	http://www2.cambridgeshire.gov.uk/db/retracker.nsf/af8076762df199c580256b14003ef043/3678d2c31cab67d80256acc0036e6ca?OpenDocument
Summary	
The main aim of the study was to recommend multi-modal transport plans which address the most urgent transport problems in the corridor between Cambridge and Huntingdon, looking in particular at opportunities for modal shift from the car.	
Key Objectives	
The recommendations are:	

- a guided bus system in the disused Cambridge to St. Ives railway corridor with extensions to Trumpington, Addenbrooke's Hospital, Godmanchester and Huntingdon;
- the A14 should be widened to a dual 3-lane carriageway between Fen Ditton and Fenstanton, and a new dual 3-lane carriageway constructed south of Huntingdon to rejoin the A14 to the west of the A1;
- parallel local roads alongside the widened A14 between Fenstanton and Girton Interchange. Extra links and slip roads are recommended at M11 Junctions 13 and 14;
- improvements to the junctions with the B1049 (Histon) and the A10 (Milton), and measures put in place to enable public transport to cross the A14 Cambridge Northern Bypass;
- the road space which becomes available on the existing road around Huntingdon should be used as a public transport corridor and for access to Huntingdon centre and railway station;.
- longer-term consideration should be given to an Eastern Bypass of Huntingdon;
- full consideration should be given to the needs of non-motorised travellers;
- in the short term, the Highways Agency should install traffic signals at the Brampton Hut (A1) and Spittals (A141) Interchanges. Cambridgeshire County Council should implement traffic calming measures in villages affected by traffic diverting off the A14;
- to stabilise levels of traffic entering Cambridge and encourage use of public transport, demand management measures in Cambridge should continue and further, more rigorous measures should be implemented in the future.

Implications for the Local Plan

Continue to work with partners to address the transport issues within the A14 corridor and enable further development in and around the A14 corridor.

Plan / Programme / Strategy	The Transport Innovation Fund Study, Cambridgeshire County Council, 2007
Level	County
Web Link	http://www.cambridgeshire.gov.uk/transport/strategies/transportstudies/tif_study.htm
Summary	
The Transport Innovation Fund (TIF) study set a number of transport objectives and explored different measures to meet them, including preventing vehicular access into Cambridge city centre and banning on-street parking, congestion charging, improvements to public transport, cycling and pedestrian facilities and the road network. The TIF study concluded a combination of measures were needed but that congestion charging was the most effective means of demand management and a bid was made to the Government for £500 million to fund this package, which was considered important for the continued success and prosperity of the county, given the tens of thousands of new homes being built in the area. The TIF's congestion charging proposals were rejected by the County Council.	
Key Objectives	
<ul style="list-style-type: none"> • To reduce overall traffic levels by 10% (same as the school holidays) • To provide high quality, safe and realistic choices • To improve accessibility to services for all • To be fair and equitable 	

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|--|
| <ul style="list-style-type: none"> • To reduce CO₂ and address specific air quality issues • To promote the economy of Cambridgeshire |
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Implications for the Local Plan

Consider how the Local Plan can contribute to the achievement of the TIF objectives without congestion charging or the £500m government funding which would have been made available if congestion charging was included in the package of measures.

Plan / Programme / Strategy	Long Term Transport Strategy, Cambridgeshire County Council, 2005
Level	County
Web Link	http://www.cambridgeshire.gov.uk/transport/strategies/previoustransportplans/lts.htm

Summary

The Long Term Transport Strategy (LTTS) was developed:

- to ensure that the scale of developments in Cambridgeshire can be accommodated in a sustainable way
- to provide input into the regional spatial strategy and to help ensure that the county meets its commitments in delivering the strategy
- to complement the local transport plan, which is restricted both by a five year time period and by government guidance which sets out what it should contain
- to provide the county and its partners with a solid base for bidding for funding from government for transport schemes related to development, and to support the Local Plan / Local Development Framework process currently being undertaken by the district councils.

The strategy's main recommendations were that even with improvements to public transport, walking and cycling facilities, some kind of demand management measures would need to be applied in order to control growth in travel by car.

The LTTS has since been superseded by the third Local Transport Plan (LTP3).

Key Objectives

To assist in meeting this aim, the LTTS has adopted the following objectives:

- To create a transport system that is accessible to all; (objective 1)
- To protect and enhance the built and natural environment; (objective 2)
- To develop integrated transport and to promote public transport, walking, cycling and other sustainable forms of transport; (objective 3)
- To make travel safer; (objective 4)
- To maintain and operate efficient transport networks; (objective 5) and
- To provide a transport system that meets the needs of the economy (objective 6).

To deliver these objectives, the LTTS identifies two tools: widening travel choice and managing demand.

Implications for the Local Plan

Consider how the Local Plan can contribute to the achievement of the LTTS and LTP3 objectives.

Plan / Programme / Strategy	Delivering a Sustainable Transport System (DaSTS) Study: Access to and around Greater Cambridge, Cambridgeshire County Council, 2010
Level	County
Web Link	http://www.cambridgeshire.gov.uk/transport/strategies/trans

	portstudies/Delivering+a+Sustainable+Transport+Network.htm
Summary	
<p>The DaSTS study was designed to investigate how transport might be improved in the future to help deliver economic growth while protecting the environment. It sets out the priorities for transport for the next twenty years. As part of this process key challenges for transport were identified. In the Cambridge area this included the need to meet the region's potential for economic growth, while avoiding making air pollution worse.</p>	
Key Objectives <ul style="list-style-type: none"> • Reduce lost productive time by maintaining or improving the reliability and predictability of journey times along the A14 corridor but without compromising carbon emission targets. • Improve the connectivity and access to labour markets of the region's Engines of Growth without compromising carbon emission targets. • Deliver the transport improvements required to support the sustainable provision of housing and in particular the region's PSA targets. 	
Implications for the Local Plan	
<p>Consider how the Local Plan can contribute to the achievement of the Greater Cambridge DaST study objectives, particularly in supporting the delivery of sustainable housing.</p>	

Plan / Programme / Strategy	Rural Strategy for Cambridgeshire 2010-2015, Cambridgeshire ACRE, 2011
Level	County
Web Link	http://www.cambsacre.org.uk/
Summary	
<p>The Cambridgeshire Rural Strategy is a plan for the future viability of the County's rural areas. It assesses the upsides and challenges of living and working in the countryside, reviews the area's economic wellbeing and looks at the land and environment that surrounds us. It goes on to set out a long-term vision for rural Cambridgeshire, how we can get there and who can make it happen.</p>	
<p>The Strategy has its own action plan that will set out exactly what will be done, by whom and by when. It will influence and co-ordinate existing activities to ensure that the best approach is taken, balancing national and local priorities.</p>	
Key Objectives	
<p>The vision is of a flourishing rural Cambridgeshire with sustainable rural communities that are prepared for the challenges ahead. People living in rural Cambridgeshire will have access to the jobs and services they require; the rural economy will be successful and diverse and the environment will be protected and enhanced.</p>	
<p>The Rural Strategy includes the following transport specific objective:</p>	
<p>5. Widening transport options</p>	
<p>Our Ambitions</p> <ul style="list-style-type: none"> • To understand when, where and how people want to travel. 	

- To increase rural transport options.

What will success look like?

- Increased number of journeys made by community and public transport.
- Greater use and integration of public and community transport schemes.
- A Local Transport Plan that reflects rural need.

Implications for the Local Plan

Consider how the Local Plan can contribute to the achievement of the Rural Strategy transport objective, in particular widening transport options for rural communities to address the desires and needs of rural residents.

Plan / Programme / Strategy	South Cambridgeshire Corporate Plan (South Cambs DC 2011)
Level	District
Web Link	http://www.scambs.gov.uk/content/council-performance-and-service-plans
Summary	<p>Plan establishes the Long Term Vision it is aiming to achieve: South Cambridgeshire will continue to be the best place to live and work in the country. Our district will demonstrate impressive and sustainable economic growth. Our residents will have a superb quality of life in an exceptionally beautiful, rural and green environment. The Council will be recognised as consistently innovative and a high performer with a track record of delivering value for money by focusing on the priorities, needs and aspirations of our residents, parishes and businesses.</p> <p>The Plan establishes three aims, with a range of approaches, and Actions for 2012/13 towards how they will be achieved.</p>
Key Objectives	<p>Aim: We will make sure that South Cambridgeshire continues to offer outstanding and sustainable quality of life for our residents.</p> <p>Actions: Work with partners to deliver an effective, collaborative approach to strategic planning and transport. Develop solutions to deliver co-ordinated community transport.</p>
Implications for the Local Plan	Consider objective when developing the Local Plan.

Plan / Programme / Strategy	South Cambridgeshire Community Transport Strategy 2010-12, South Cambridgeshire District Council, 2010
Level	District
Web Link	http://www.scambs.gov.uk/content/community-transport
Summary	
<p>The Council's aim is that South Cambridgeshire will continue to be a place where people want to live, now and in the future. It should be a place where the needs of existing and future generations are met. It is with this aim in mind that we have identified the need for a The Community Transport Strategy and are committed to working with other organisations to implement it. The accompanying evidence base highlights some of what is already happening and the action plan sets out what is required in order to aspire to true social inclusion and ensure that sufficient accessible, affordable transport is available for residents of South Cambridgeshire.</p>	
Key Objectives	
<p>Aim: To complement conventional means of transport in order to aid independent living, increase access to services and reduce rural isolation.</p>	
Objectives:	
<p>1. To understand the need for community transport in the district. b) Ensure that provision builds upon conventional means of transport.</p>	
<p>3. To enable easy access to community transport. b) Commit to forward planning for new and existing communities.</p>	
Implications for the Local Plan	
<p>Consider how the Local Plan can contribute to the achievement of the CTS objectives, in particular the specific action to engage as appropriate in growth area planning and raise the profile of CT issues.</p>	

Plan / Programme / Strategy	Cambridgeshire Together Vision 2007 to 2021 Local Area Agreement 2008 - 2011
Level	County
Web Link	http://www.cambridgeshire.gov.uk/NR/rdonlyres/8707CA50-DEC9-4A7F-87E4-C8C108452C5D/0/CambsVision20072021.pdf http://www.idea.gov.uk/idk/aio/8511875
Summary	
<p>Provides a Countywide Sustainable Community Strategy. The purpose of this vision is to set the long-term priorities for Cambridgeshire, which will promote the well-being of local people, the economy and the environment.</p> <p>The priorities in the five district-based Sustainable Community Strategies have provided the building blocks. The aim is to bring together the ambitions and aspirations of all Cambridgeshire's communities and the organisations providing services to them.</p>	
Key Objectives	
<p>Attractive and healthy environments Ensuring consistent, reliable and reasonable journey times and minimising the impact of congestion on the travelling public throughout the county</p>	

Sustainable growth of business sectors critical to the future economic success
Ensuring the appropriate infrastructure and transport networks are in place and maintained to facilitate and sustain economic development

Implications for the LDF

Need to consider how the Local Plan can contribute to achievement of the objectives, particularly through opportunities provided by new development.

Information Sources and Evidence Base

The following are the key information sources and evidence base documents used in this chapter:

Document	Author (or prepared for)	Year published
South Cambridgeshire Annual Monitoring Report	South Cambridgeshire District Council	Published annually
Cambridgeshire Network Monitoring Report 2010	Cambridgeshire County Council	2010
Travel for Work Survey 2011	Travel for Work Partnership	2011
Census 2001, 2011	Cambridgeshire County Council	2002
Cambridgeshire Economic Assessment: South Cambridgeshire Profile	Cambridgeshire County Council	2011
Cambridge Cluster at 50: The Cambridge Economy Retrospect and Prospect	East of England Development Agency and Partners	2011
Cambridgeshire Joint Strategic Needs Assessment (JSNA)	Cambridgeshire Community Wellbeing Partnership	2011

Evidence Base Document	South Cambridgeshire Annual Monitoring Report
Author (or prepared for)	South Cambridgeshire District Council (published annually)
Web link	http://www.scambs.gov.uk/content/annual-monitoring-report
Purpose	Report produced annual to monitor implementation of the development plan, and indicators selected to monitor significant effects.
Key Findings	Indicators have been referenced in the assessment of the baseline situation.
Implications for the Local Plan	Indicators have been referenced in the assessment of the baseline situation.

Evidence Base Document	Cambridgeshire Network Monitoring Report 2010
Author (or prepared for)	Cambridgeshire County Council 2010
Web link	http://www.cambridgeshire.gov.uk/transport/monitoring/
Purpose	The network monitoring report is composed of the Traffic Monitoring Report, the Road Safety Monitoring Report and the Joint Accident Data Report.
Key Findings	The Network monitoring report draws together all available information on road accident

casualties, traffic and travel trends for both rural and urban roads, to review road safety activity and the performance of our contractors and our partners.	
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Implications for the Local Plan
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Provides an evidence source to support consideration of policies regarding transport.

Evidence Base Document	Travel for Work Survey 2011
Author (or prepared for)	Travel for Work Partnership 2011
Web link	http://www.tfw.org.uk/TfWAnnualSurveyResults.php
Purpose	
The survey provides a picture of the way TfW member employees get to work.	
Key Findings	
These results are useful in monitoring the effect of workplace travel initiatives, especially when comparing year on year data.	
Implications for the Local Plan	
Provides an evidence source to support consideration of policies regarding transport.	

Evidence Base Document	Census 2001, 2011
Author (or prepared for)	Cambridgeshire County Council (summary results for Cambridgeshire and Peterborough)
Web link	http://www.cambridgeshire.gov.uk/business/research/populationresearch/
Purpose	
A census is a count of all people and households in the country. It provides population statistics from a national to neighbourhood level for government, local authorities, business and communities.	
Key Findings	
It provides essential statistical information, enabling the planning and funding of public services, including education, health and transport.	
Implications for the Local Plan	
Provides an evidence source to support consideration of policies regarding transport.	

Evidence Base Document	Cambridgeshire Economic Assessment: South Cambridgeshire Profile
Author (or prepared for)	Cambridgeshire County Council 2011
Web link	http://www.cambridgeshire.gov.uk/business/economicandcommunitydev/ecodevelopment/economicassessment.htm
Purpose	
Following the duty set out in the Local Democracy, Economic Development and Construction Act in 2009, the County Council has undertaken an economic assessment of the County (including the Greater Cambridge economic area) in partnership with district councils. The primary purpose is to inform county and district councils' sustainable community strategies, and the economic interventions of local partners along with the Greater Cambridge Greater Peterborough Local Enterprise Partnership.	

Key Findings
Key findings have been drawn out in the assessment of the baseline situation.
Implications for the Local Plan
Provides an evidence source to support consideration of policies regarding transport.

Evidence Base Document	Cambridge Cluster at 50: The Cambridge Economy Retrospect and Prospect
Author (or prepared for)	East of England Development Agency and Partners 2011
Web link	http://www.stjohns.co.uk/wp-content/uploads/2011/04/Cambridge-cluster-report-FINAL-210311.pdf
Purpose	
The Cambridge Cluster at 50 study, commissioned by East of England Development Agency with a range of partners including South Cambridgeshire District Council, aims to understand the performance of the Cambridge economy, long-term opportunities and threats, constraints and synergies with regard to Cambridge's various economic roles, constraints to economic growth and what could be done to address these.	
Key Findings	
Key themes include need <ul style="list-style-type: none"> ○ To encourage entrepreneurship by creating key social spaces for doing business ○ To refresh a range of planning policies and restrictions (including policies for headquarters operations and high value manufacturing) so Cambridge area is fully attuned to doing business within a cluster – able to adapt to evolving situation. ○ To make provision for key infrastructure particularly housing and transport – Top priority delivering scale and range of housing and better connectivity for transport ○ To sustain a high quality environment for area in which people will want to live and work ○ To recognise and respond to needs of key sectors in clusters – both science based and those relating to quality of life that could be for both residents and visitors. 	
Implications for the Local Plan	
Need for plan to consider maintaining and improving the quality of the environment within the district to make it a place where people want to live and work, to plan for more houses and improved infrastructure to create better connectivity.	

Evidence Base Document	Cambridgeshire Joint Strategic Needs Assessment (JSNA) Prevention of Ill Health in Adults of Working Age
Author (or prepared for)	Cambridgeshire Community Wellbeing Partnership 2011
Web link	http://www.cambridgeshirejsna.org.uk/
Purpose	
A Joint Strategic Needs Assessment (JSNA) is the means by which PCTs and local authorities describe the future health, care and wellbeing needs of the local populations and to identify the strategic direction of service delivery to meet those needs.	
Key Findings	
Key findings have been drawn out in the assessment of the baseline situation.	
Implications for the Local Plan	
Provides an evidence source to support consideration of policies regarding transport.	

