Part 3: LTP Programme

11 Major Schemes

The Local Transport Plan programme contains five major schemes (those costing more than £5 million). These schemes form an essential element in delivering the LTP strategy and meeting LTP objectives. They also make an important contribution towards the achievement of the shared priorities.

This chapter describes all of the schemes proposed, shows what they are, where and when they will operate, and how they meet LTP and Government objectives for transport.

Introduction

Figure 11.1 shows the major schemes that are currently being progressed in Cambridgeshire through the LTP process, and, together with the currently envisaged bid and implementation timetable.

Figure 11.1 Programme of major schemes

Scheme		Funding	2006/07	2007/08	2008/09	2009/10	2010/11
LTP Major Scheme Bids							
Approved LTP1 major schemes	A1198 Papworth Everard Bypass	In place	✓				
	Cambridgeshire Guided Busway	To be confirmed	✓	✓			
LTP1 major scheme bid	A142 Ely Southern Bypass	-		✓	✓	✓	✓
New major scheme in LTP2	Chesterton Interchange, Cambridge	-	✓	✓	✓	✓	✓
Major Schemes funded from Growth Area Fund							
Addenbrooke's Access Road phase 1, Cambridge		In place	✓	✓			

✓ Future bid / scheme preparation ✓ Scheme construction

Prioritisation of Major Schemes

We have prioritised the LTP funded major schemes for which funding has not yet been allocated according to their contribution to LTP targets, objectives and the shared priorities. The scheme priorities are:

1. Cambridgeshire Guided Busway
2. Chesterton Interchange.
3. A142 Ely Southern Bypass.

We will submit full appraisals for these schemes, with further details through our Annual Progress Reports.

Schemes bid for and accepted in our first LTP

Papworth Everard Bypass

A bid for funding for Papworth Everard Bypass was submitted as part of our first LTP. Government funding was confirmed in October 2005. Construction will begin in spring 2006, and is expected to take 12 months to complete. Traffic calming measures will be implemented in Papworth Everard once the bypass has been opened to traffic. The scheme's expenditure profile is shown in Figure 11.2.

Figure 11.2 Cost profile for Papworth Everard Bypass

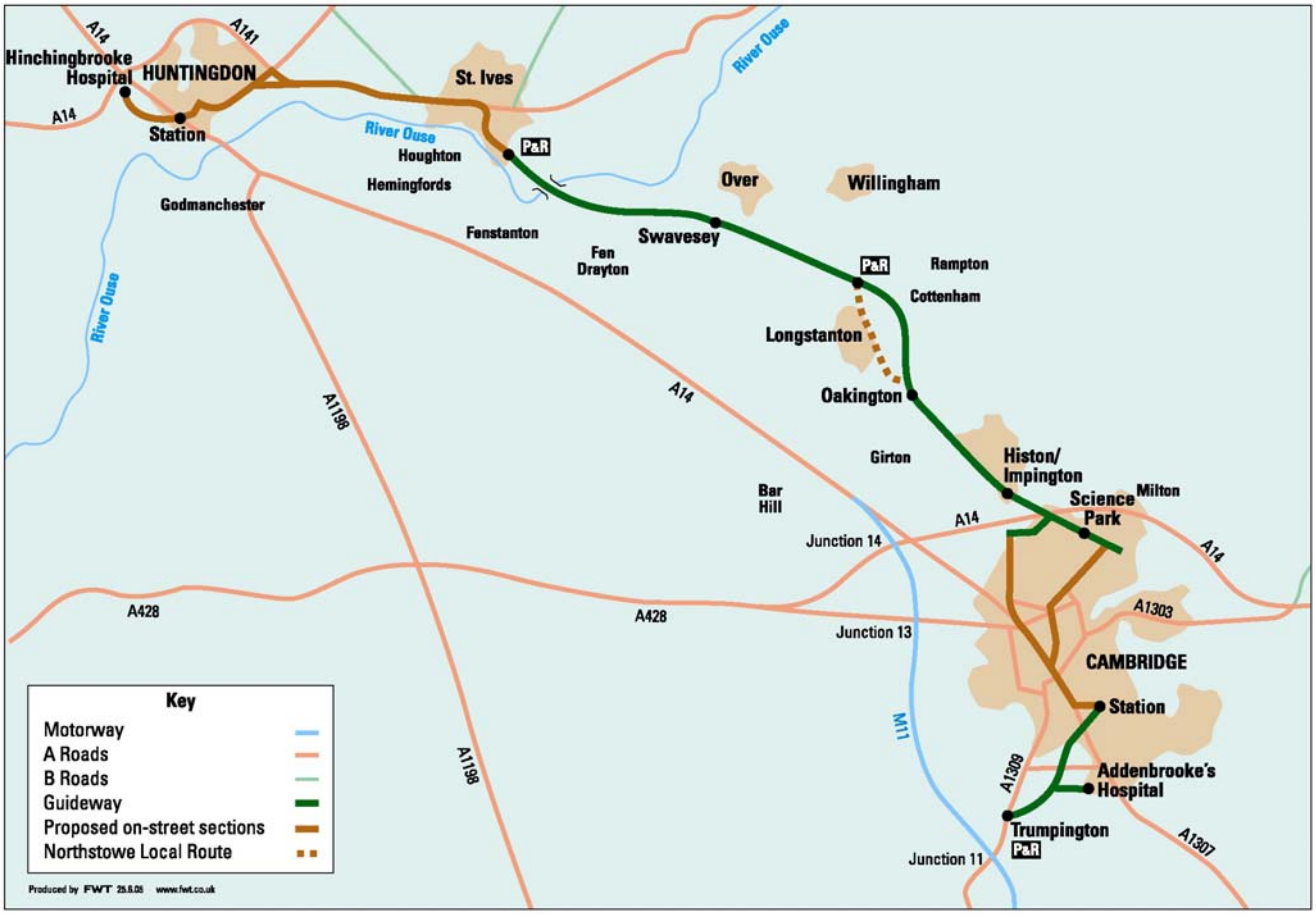
	Expenditure (£000s)				Funding (£000s)				
	2001/02	2002/03	2003/04	2004/05	2005/06	2006/07	2007/08	2008/09	Total
Preparatory costs	*150*	*128*	*107*	*0*	0	0	0	0	0
Major Scheme funding	***0***	***0***	***0***	***0***	**500**	**4,110**	**550**	**300**	**5,460**
Developer / other funding	*0*	*0*	*0*	*200*	1,500	1,380	200	200	3,280
Total	***150***	***128***	***107***	***200***	**2,000**	**5,490**	**750**	**500**	**8,740**

Cambridgeshire Guided Busway

Cambridgeshire Guided Busway (CGB) forms an essential element of the Structure Plan programme for the Cambridge Sub-Region, and is central to our strategy and objectives. It is one of the main recommendations coming from the Cambridge to Huntingdon Multi-Modal Study (CHUMMS), discussed in Chapter 1.

The route of CGB is shown in Figure 11.3, and has five different elements (as outlined in the following text).

Figure 11.3 Route of the Cambridgeshire Guided Busway



Huntingdon to St. Ives

- Conventional on street bus service from Hinchingbrooke Hospital to St Ives via the Huntingdon railway station and town centre.

St. Ives to Northern Cambridge

- 19km, 100kph section of twin guideway on the former railway corridor between St Ives and Cambridge.
- Stops at Fen Drayton nature reserve (request) Swavesey, Longstanton, Oakington, Histon/Impington, and at the Regional College, Arbury Camp and the Cambridge Science Park .
- Park & Ride sites are proposed for St. Ives (1,000 spaces) and Longstanton (initially 350 spaces).
- A dedicated local busway, linked to the Guided Bus route at either end of the town, will run through the new town of Northstowe, near Longstanton / Oakington
- Short stay interchange facility (drop off point) at Swavesey; short stay car parking at Histon/Impington.
- Route to continue east of Milton Road along railway corridor to connect to Chesterton Interchange (see Figure 11.9) and the proposed Cambridge Northern Fringe East development area.

Objective: Improved and sustainable infrastructure for communities.
Huntingdonshire Community Strategy

Cambridge City

- On-street services from Cambridge Northern Fringe along Milton Road and Histon Road to City Centre.
- Stops located on Castle Hill, Drummer Street (southbound), and St. Andrew's Street (northbound). Stops would provide interchange opportunities with local buses and long-distance coach services.

Cambridge station to Trumpington

- Guideway from Cambridge railway station to Trumpington Park and Ride site alongside active main line railway and following the disused Cambridge to Bedford railway line.

Addenbrooke's hospital link

- Guideway and maintenance track provided to serve Addenbrooke's Hospital, south of Cambridge.

System characteristics

CGB will provide an open access guided busway; any operator with suitable vehicles that meet a defined quality threshold will be able to use the guided busway. Buses will be able to join the guideway from the local road network, which will promote use of the scheme by rural services and minimise the need for interchange.

Buses
Between St. Ives and Cambridge, the route will be able to accommodate single and double-decker vehicles. Single decker buses only will be accommodated on the guideway to the south of Cambridge. Use of modern, 'low emission' (Euro IV) vehicles on the guided busway will be required as part of the CGB quality threshold. The threshold will specify low floor/easy access buses, prepaid/electronic ticketing and real-time information.

Stops
CGB stops along the route will offer level boarding and alighting for all, weather-proof waiting facilities, secure cycle facilities, subject to site specific constraints, real-time information and off-board ticketing (prepaid/electronic/self serve) and lighting designed to high standards with CCTV at all stops.

Park & Ride Sites
The park and ride sites would be high quality, incorporating buildings with passenger waiting facilities, toilets, real-time information for services and ticketing facilities, closed circuit television (CCTV) and secure cycle parking.

Pedestrian/cycle facilities
The maintenance track alongside the guided busway will be available for use by emergency vehicles and will also be made available as Public Rights of Way in the form of a bridleway along the section north of Cambridge and as a cycleway south of Cambridge station.

The scheme has been designed to accommodate existing Public Rights of Way that either cross or run adjacent to it. No breaks in the guideway are proposed where footpaths and bridleways cross the route, and safety measures will be incorporated to prevent users of footpaths and bridleways straying from the route of their path across the guideway.

Scheme objectives

CGB is a central part of the LTP strategy and of the Growth Agenda, and will play an essential role in delivering both the strategy and the objectives as shown in the causal chain contained in Figure 11.4.

Ensuring the provision of social and transport infrastructure
From Goal 4, East of England RES

Providing improved access to essential services
From Goal 5, East of England RES

Ensuring that transport solutions serve economic growth in a sustainable manner
From Goal 6, East of England RES

The main aims of the scheme are to:

- extend choice of transport modes for all, including car drivers, to encourage a shift to public transport
- promote sustainable development by providing high quality public transport links to new development
- improve access to public transport in areas that currently have poor provision
- improve integration of the public transport network
- promote social inclusion by improving access to employment, leisure and educational opportunities, and
- improve safety along the corridor by providing a high quality public transport alternative to the private car.

The need for CGB has been established in two ways – first, it can be set in the context of national, regional and local policy need, and second in terms of transport need. The CGB:

- is driven and supported by national, regional, and local policy; the proposed scheme will contribute to the delivery of these policies against the background of transport problems in the corridor
- will provide a real alternative to the private car for local travel in the Cambridge to Huntingdon corridor; this will support the development of the A14 improvements scheme which seeks greater separation of local and longer-distance journeys
- will greatly improve transport access and choice for communities in the corridor, including provision of frequent and direct public transport links to employment, education, social and recreational facilities
- will further extend transport choice through enhanced interchange opportunities at the bus and rail stations in Huntingdon and Cambridge, and the proposed Chesterton Interchange
- will support economic development and growth in the corridor through provision of direct links to proposed major land use developments at the new town of Northstowe, the Science Park, Arbury Camp, the City centre, the railway station area, Clay Farm and Addenbrooke's Hospital
- will support the LTP targets for Cambridge through mode transfer from car to bus, contributing to traffic growth reductions on radial routes and within the city.

The main benefits of CGB are that it will:

- attract over 20,000 trips per day onto guided bus services by 2016, resulting in a modal shift away from the A14 in a corridor where the car currently dominates;
- provide congestion relief on the road network in the corridor with a forecast reduction in traffic demand of up to 8% in the 2016 morning peak hour
- support sustainable new development, including that at Northstowe, in the Northern Fringe, the city centre, the railway station area, and to the south of the city at Clay Farm and Addenbrooke's Hospital
- provide a new public transport service in the Huntingdon to Cambridge corridor, introducing a five-minute frequency service along the sections of the route east of Longstanton during the peak period by 2016
- provide new opportunities for interchange between guided bus services, the existing public transport network, and, through the introduction of new Park & Ride/drop off point, the private car
- maximise flexibility and thus exploit the full opportunities in the sub-region by enhancing access to employment, retail, leisure and education opportunities
- provide a vital part of the sub-regional transport infrastructure, which is essential to ensure that other elements of the LTP can be delivered
- facilitate rapid journey times and improve journey time reliability, as buses benefit from segregation on the guideway and extensive bus priority measures on-street in the urban areas
- reduce accidents in the corridor by encouraging a shift away from the private car, and
- promote social inclusion by improving accessibility.

Impact on LTP targets and objectives

As shown in Figure 11.5, the CGB contributes to all six LTP objectives and the Shared Priorities for Transport, and should assist in meeting the following LTP targets.

- AQ1 (LTP2) CO_2 emissions from road transport in Cambridgeshire
- AQ2a, b, d (LTP8) NO_2 levels in Cambridge, Huntingdon, Histon
- CON1 (BV102) Countywide bus patronage
- CON2 (BV104) Bus passenger satisfaction
- CON3 (LTP3) Cycling trips
- CON5 (LTP5) Bus punctuality
- CON6a (LTP6) Cambridge peak hour traffic
- CON6b, c, d Trends in travel in Cambridge
- CON7 Trends in travel in the market towns
- RS1a (BV99x) Road accident casualties in Cambridgeshire killed or seriously injured
- RS1b (BV99y) Child road accidents in Cambridgeshire killed or seriously injured

Figure 12.13 (page 153) shows the effect that CCB is predicted to have on countywide bus patronage target.

The original major scheme bid for the Cambridgeshire Guided Busway can be viewed at http://www.cambridgeshire.gov.uk/transport/strategies/local/APR+2002.htm.

Expenditure Profile

The total cost of the scheme was estimated at £86.4 million for the Transport and Works Act (TWA) shown in Figure 11.4. The County Council is currently undertaking a procurement exercise for constructing the scheme and progressing land negotiations. It is expected that we would appoint a preferred bidder and finalise land negotiations at the time of submitting the LTP. Once these are complete and the costs can be finalised we will seek the final funding approval from DfT. This will include an updated expenditure profile.

Figure 11.4 Cost profile for Cambridgeshire Guided Busway

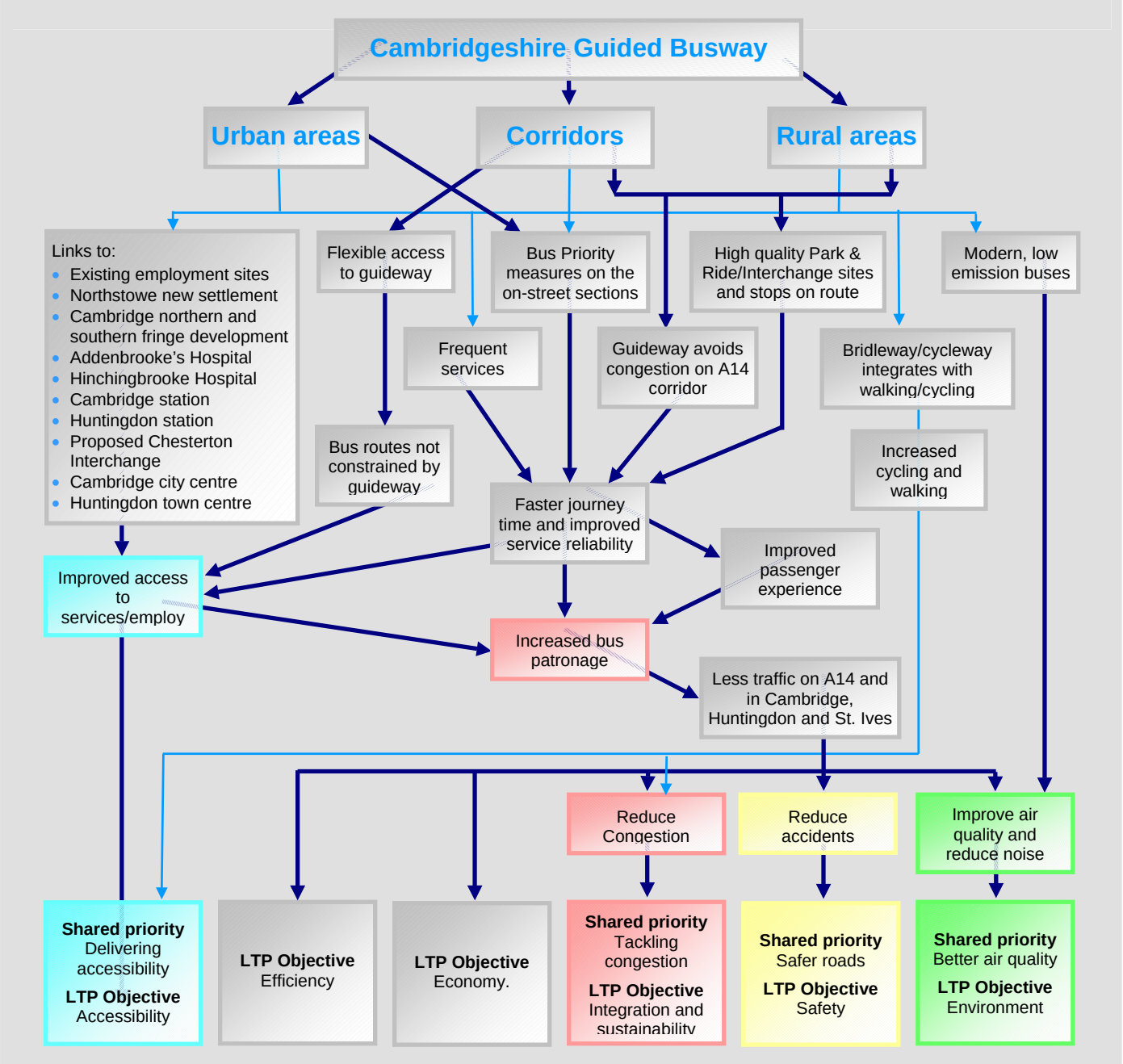
	Expenditure to date (£000s)			Funding required (£000s)			
	2002/03	***2003/04***	***2004/05***	**2005/06**	**2006/07**	**2007/08**	**Total**
Major scheme funding	***0***	***0***	***0***	**0**	**27,000**	**38,000**	**65,000**
LTP/Developer/other funding	*204*	*668*	*3,069*	2,100	3,549	15,837	21,486
Total	***204***	***668***	***3,069***	**2,100**	**30,549**	**53,837**	**86,486**

Update on scheme progress

Since the submission of the interim LTP 2004-11, a TWA Order application was made in February 2004. Subsequently, a nine-week Public Inquiry was held from 28 September 2004. Further to this, the Secretary of State for Transport granted the TWA CGB Order in December 2005, giving Cambridgeshire County Council the powers to build and operate the Guided Busway. The Order includes compulsory purchase powers and deemed planning consent. We will now move forward with the project, to finalise funding with DfT and complete the procurement process. In addition, we will continue to work with bus operators to plan services that will travel on the busway.

It is expected that, subject to the timing of the final funding decision and procurement exercise, construction will start at the end of 2006 and the first services will carry passengers in late 2008.

Figure 11.5 Benefits of Cambridgeshire Guided Busway



A142 Ely Southern Bypass

The Ely Southern Bypass is designed to reduce congestion on Angel Drove and Station Road. The A142 passes under the Ely to Kings Lynn railway line via a low bridge (2.74m high), with heavy goods vehicle (HGV) traffic having to use a level crossing to the east of the under bridge. The A142 through Ely carries approximately 15,000 vehicles a day, of which 8% are HGV. This traffic causes severance between the railway station and a local supermarket with the rest of the city, particularly to pedestrians and cyclists.

The implementation of better intra-regional train services for the East of England and an increase in freight movements on the Felixstowe–Nuneaton Corridor has meant that the level crossing is increasingly closed to road traffic and is causing difficulties in terms of congestion. At peak times, and increasingly during off-peak periods, HGV traffic form queues that back onto the main carriageway, blocking access to the under bridge for smaller vehicles. This occasionally results in gridlock when queues block the Station Road roundabout.

Ensure quality infrastructure and opportunities for communities.
Priority:
Cambridgeshire County Council Best Value Performance Plan

In addition, the railway under bridge currently has the third highest vehicle strike rate in the country. Collisions with the bridge result in disruption to the railway, as well as to other traffic, as it is necessary to close the railway to inspect the bridge after each reported strike.

The route of the bypass is shown in Figure 11.6. The length of the route is about 1.9 kilometres between new roundabout junctions on Stuntney Causeway and Angel Drove. The route would be constructed as an all purpose single, two lane carriageway.

The key reasons for selecting this route were:

- it showed the best value for money
- it meets the scheme objectives better than other solutions, and
- it performs well in relieving Ely of through traffic and delays caused by HGVs using the A142 level crossing.

The scheme programme is for construction in one phase, starting in September 2009 with completion in 2011.

Scheme objectives

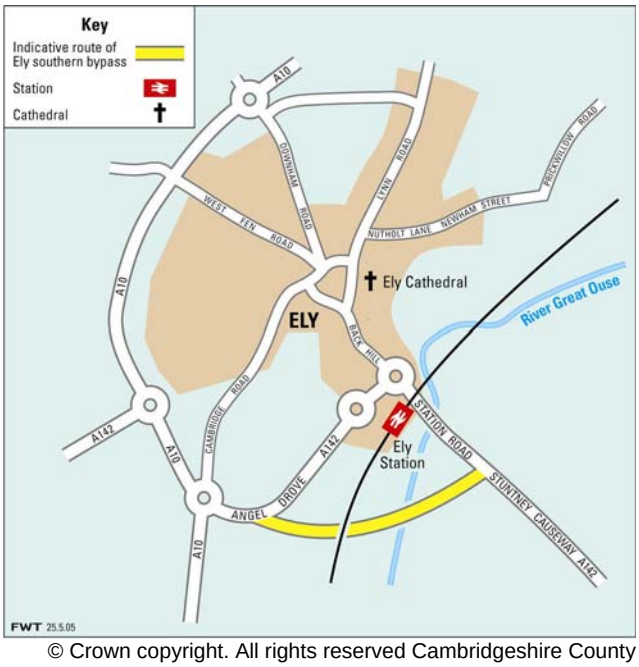
The Ely Southern Bypass will deliver the following objectives.

Corridors
The scheme will
- reduce journey times on the A142, particularly for HGV traffic travelling between the A10 and A14 corridors.

In urban areas
The scheme will:
- reduce noise and improve air quality in the Station Road area of Ely
- reduce congestion in the vicinity of the railway station
- reduce the risk of vehicles striking the railway under bridge, and
- improve accessibility to the rail station for all modes of transport especially pedestrians and cyclists, and
- reduce accidents.

The scheme is consistent with Government and LTP objectives, as noted below.

Figure 11.6 Ely Southern Bypass



Impact on LTP targets and objectives

The Ely Southern Bypass contributes to the delivery of the Shared Priorities and our LTP objectives, as shown in Figure 11.7. In addition the bypass should assist in meeting the following LTP targets.

- CON3 (LTP3) Cycling trips
- CON7 Trends in travel in the market towns

Figure 11.7 Appraisal summary table for Ely Southern Bypass

Objective	Overall impact	Description
Environment	Negative	• Noise and pollution reduced in Station Road area. • Additional river crossing, including construction on flood plain, and construction over open fields will have a detrimental impact on ecology. • Two new bridges will result in some visual intrusion.
Safety	Positive	• Conflict between vehicles and pedestrians and cyclists reduced in vicinity of railway station. • Risk of railway under bridge strikes reduced. • Increased likelihood of minor road traffic accidents due to additional junctions and length of new road.
Economy	Positive	• Improved journey time reliability for local trips and for commuter and business travel.
Accessibility	Positive	• Improved accessibility to Ely railway station, particularly for pedestrians, cyclists and buses.
Integration	Positive	• Reduction of traffic in vicinity of Station Road will help to encourage walking and cycling to the railway station in partnership with other initiatives promoted through the Ely Transport Strategy. • Improved integration between bus and rail.

Expenditure profile

The estimated out-turn cost for the Ely Southern Bypass is £15 million. These costs are based on 2003 prices with 40% added for contingency. The total out-turn cost of £15 million is presented at 1997 prices and has no provision for inflation. It is subject to a confidence interval of ten per cent. Figure 11.8 shows scheme costs by year.

Figure 11.8 Cost profile for Ely Southern Bypass (£000s)

	Funding (£000s)						
	2006/07	2007/08	2008/09	2009/10	2010/11	2011/12	Total
Major Scheme funding	200	200	1,000	4,800	7,800	1,000	15,000

Update on scheme progress

An Annex E for Ely Southern Bypass was submitted to the Department for Transport (DfT) in July 2004. Government did not approve the scheme. While the congestion benefits of the scheme were recognised, the scheme did not present sufficient priority for approval at this stage. The DfT was not satisfied that the lower cost alternative of a queue relocation system for both the northbound and southbound approaches to the level crossing should be rejected in favour of the proposed scheme, which would have some significant adverse environmental impacts.

A revised bid for funding will be submitted in early 2006. The bid will include greater detail about the proposed low cost alternative, as requested by the DfT. The alternative scheme includes provision of HGV stacking lanes on the A142, requiring all vehicles that are too high to fit under the rail underpass to leave the main carriageway and queue in a waiting lane alongside the main carriageway. Queues in the waiting lane would be controlled by traffic signals linked to the level crossing and released in batches.

The County and District Councils maintain that this is not a viable option, as it does not address all of the scheme objectives, and would only provide limited relief for a smaller number of years. Journey times would, initially, be improved for cars but not for commercial vehicles, including buses, which would actually experience longer journey times. In addition it would not deliver improved pedestrian and cycle access between Ely railway station and the city centre, or a reduction in accidents. Bridge strikes might be reduced, but some form of height restriction would be needed on the A142 to ensure large vehicles used the waiting lane, and this height barrier may end up getting hit instead, causing delays for all other vehicles. Noise and air quality may be improved in the vicinity of the railway station, but the need for large vehicles to sit in a queue alongside the A142 would not result in an overall reduction in emission levels.

The need for a southern bypass was highlighted as the number one priority for Ely following a consultation on the Ely Market Town Strategy. The council maintains that funding for this scheme is important in order to maintain the vitality and viability of Ely, which is one of the fastest growing settlements in the country.

Chesterton Interchange

Chesterton Interchange is a proposed new railway station on the site of the former Chesterton permanent way depot, to the north of Cambridge. It is close to the Cambridge Science Park, St. Johns Business Park and A14 trunk road, as shown in Figure 11.9.

Chesterton Interchange has significant potential to bring about benefits for the Cambridge area while also opening up opportunities to train operators, to expand the railway business in line with the increase in population. The interchange will also link in with the Cambridgeshire Guided Busway (CGB) scheme outlined earlier in this chapter.

The station would be an important accompaniment to developing a major brownfield site on the Cambridge Northern Fringe, as reflected in Cambridge City Council's planning policies for the area.

Chesterton Interchange is vitally important for delivering necessary performance enhancements to the railway network. The ability to extend trains currently terminating at Cambridge to Chesterton relieves the pressures on the limited platform capacity at Cambridge station. Currently, trains on layover between trips occupy one of the two through platforms for 29 minutes out of each hour.

Removing this 'obstruction' increases the number of 'through trains' that can be handled at Cambridge and removes the need for additional through platforms to deliver the desired performance enhancement.

Scheme objectives

Chesterton Interchange will deliver the following objectives.

Along corridors

The station will be a key interchange on the CGB and therefore an integral part of the high quality public transport proposed for Cambridge and surrounding area.

Modal change to train of existing trips to and from the Cambridge Science Park and other business parks and new development in the Cambridge northern fringe, is anticipated particularly on the following corridors:

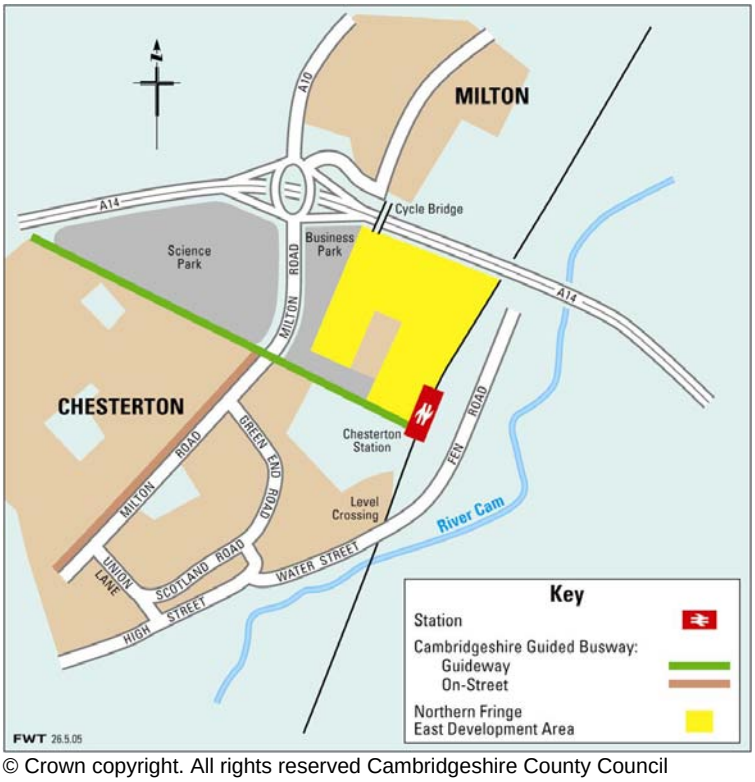
- A10 (N) Ely–Cambridge
- A10 (S) Royston–Cambridge
- A1301/M11 (S) Saffron Walden–Cambridge.

In urban areas

The Interchange will remove car traffic from Cambridge City centre. Almost 80% of car traffic to Cambridge railway station originates in the north/northwest of the city and therefore crosses the central area. There will be consequent improvements in congestion and air quality if this traffic were tapped to the north. Other benefits include:

- Ability to deliver significant car parking away from the centre of Cambridge
- Close to the Science Park, Regional College and northern fringe developments
- Potential for interchange with northern Park & Ride site services from the relocated Cowley Road Park and Ride site, bringing the benefits of additional high quality, frequent bus services directly to the city centre
- Affords European links to / from the Science Park (via Eurostar at Kings Cross, Stansted Airport and, post Thameslink 2000, Gatwick Airport).

Figure 11.9 Chesterton Interchange



In rural areas

- Close to the cycle bridge across the A14 to Milton, and future route along CGB to Histon / Impington.
- Good access to nearby primary road network.

Regional objectives

In addition to meeting these objectives, Chesterton Interchange also contributes to Regional Transport Strategy objectives as follows.

- Enable infrastructure programmes and transport service provision to support both existing development and that proposed in the spatial strategy.
- Reduce the transport intensity of economic activity, including freight.
- Improve opportunities for all to access jobs, services and leisure/tourist facilities.

Objectives contained in the Regional Economic Strategy will also be addressed through the scheme:

- Ensure the provision of social and transport infrastructure to make communities more sustainable.
- Provide access to essential services.
- Ensure transport solutions serve economic growth in a more sustainable manner.

Impact on LTP targets and objectives

Figure 11.10 shows how Chesterton Interchange will help to achieve LTP and Government objectives.

Due to delivery lead-in times, it is likely that Chesterton Interchange won't be delivered until after the second LTP period. The benefits of the scheme to the targets noted below therefore assumes that these or similar targets are taken forward as part of a future LTP.

Chesterton Interchange should assist in meeting the following LTP targets.

- ACC1 (LTP1) Accessibility
- AQ1 (LTP2) CO_2 emissions from road transport in Cambridgeshire
- CON1 (BV102) Countywide bus patronage
- CON3 (LTP3) Cycling trips
- CON6a (LTP6) Cambridge Peak hour traffic
- CON6b, c, d Trends in travel in Cambridge
- CON7 Trends in travel in the market towns

A formal bid for Chesterton will be submitted to Government in July 2006. This will include a completed appraisal summary table based on a full analysis. Preliminary research suggests that the scheme will be positive as shown in Figure 11.11.

Figure 11.10 Benefits of Chesterton Interchange

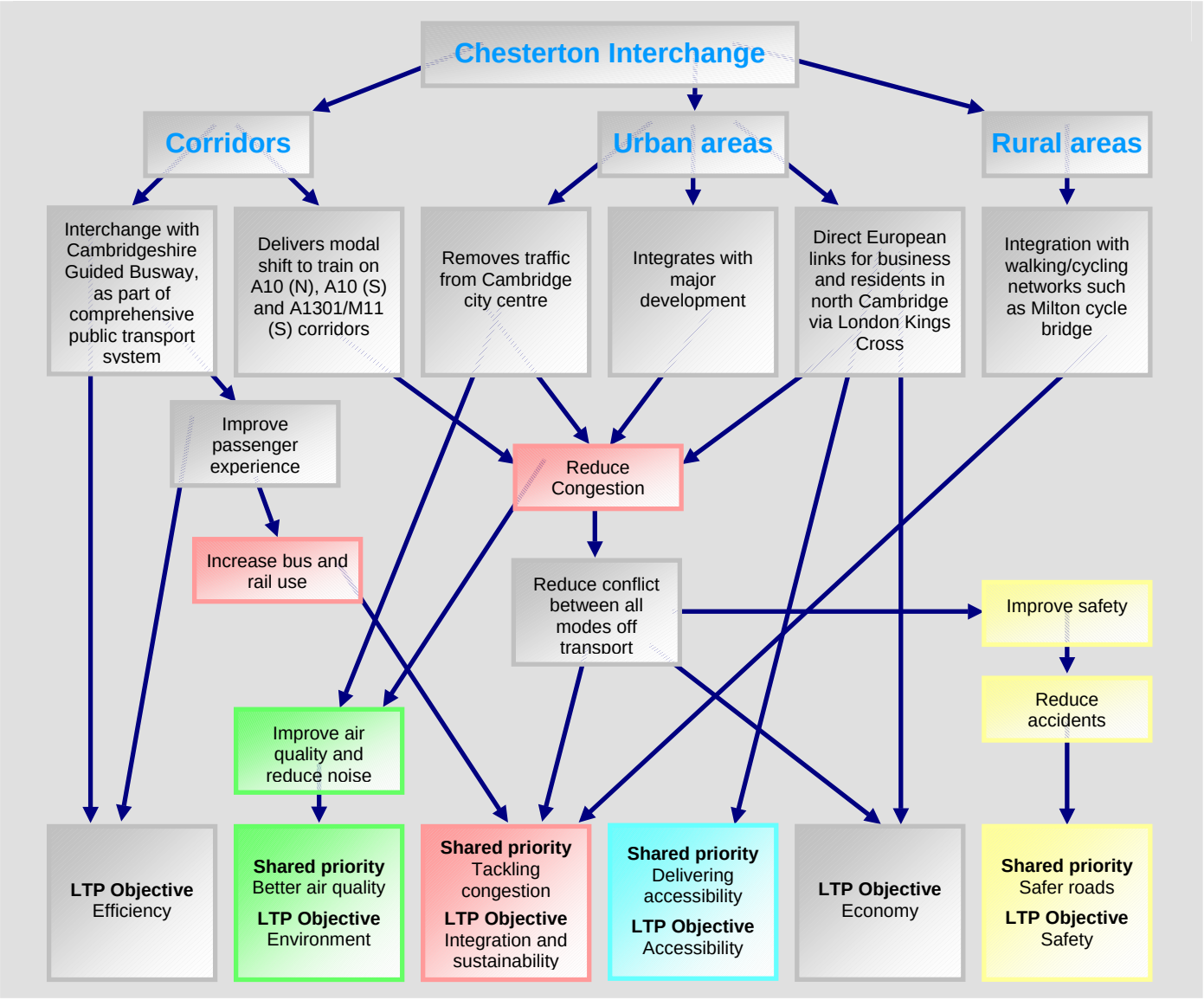


Figure 11.11 Preliminary Appraisal Summary Table

Objective	Overall Impact	Description
Environment	Positive	• Reduced noise due to separation from existing residential/office development. • Any contaminated land away from the railway formation will require removal. Appropriate measures to protect the site's proximity to the River Cam will be taken.
Safety	Positive	• Secure station accreditation will be sought. • Reduced traffic flow in city centre by diversion of trips, should reduce accidents overall.
Economy	Positive	• Improved reliability leading to less congested access (close to primary road network) than cross-city alternative. • Sustainable transport access to Science Park and new development. • Access from these areas to Europe via Channel Tunnel Rail Link (St Pancras), Stansted and Gatwick Airports.
Accessibility	Positive	• The station would fully conform to Disability Discrimination Act standards allowing disabled access. • Close to A14, cycleway to Milton, northern Park & Ride site and RTS/cycle route towards Impington/new settlement.
Integration	Positive	• The station would be an interchange for car, bus and cycle passengers – both for those starting their train journey at Chesterton and for those travelling to other parts of the county.

Expenditure profile

The preliminary business case, based on the ideal train-plan, indicates a benefit–cost ratio of 9.6:1 and, as such, makes the station a commercial proposition in respect of all its running costs (including additional train-miles or even additional rolling stock brought about by service extension). It is expected that construction costs would be in the order of £18million for the station, bus interchange, car parking, overhead electrification, track and signalling works. Figure 11.12 details the total expected cost expenditure, including estimated additional costs in respect of clearing contaminated land and the relocation of the existing freight operation to an alternative area within the site.

Figure 11.12 Chesterton Interchange scheme cost expenditure profile

	Funding (£000s)				
	2007/08	2008/09	2009/10	2010/11	Total
Major scheme funding	900	2,100	16,000	8,000	27,000

The station is a recognised project under development in the Network Rail Business Plan 2005/06 and is listed on the Strategic Rail Authority/Network Rail Single List of Enhancements (SLOE).

Update on scheme progress

We aim to submit a business case to Government for this scheme in 2006, with a view to completing the scheme by 2011.

A pre-feasibility study was jointly commissioned between the County Council and the Strategic Rail Authority (SRA). This study indicated the best location for the station within the 55-acre site. The study assumed a train-plan of five trains per hour with a station comprising two through platforms on the main line with at least one bay platform to terminate up to two trains per hour. Realisation of the train-plan is dependent on the outcome of timetable changes that might result from implementation of the Thameslink 2000 project and decisions on how to proceed with the Thameslink–GN franchise.

Network Rail is undertaking a further study to Level 2/3 to scope the requirement for power supplies, track and signalling, station design, more detailed passenger demand, operating costs and timetable delivery. The project will need to pass Level 4 prior to final commitment from Network Rail. The SRA has committed the train operator ‘One’ to work with Network Rail to assist. The SRA will require the successful candidate for the Thameslink / GN franchise to similarly assist the process.

Conclusion

This chapter has shown how the major schemes proposed within this plan will contribute towards LTP targets and objectives that relate to the four shared priority areas (that is, accessibility, air quality, congestion and safer roads). In particular the Cambridgeshire Guided Busway, and Chesterton Interchange will have a key role to play in reducing congestion and improving accessibility. Further details of many of these schemes will be reported on in future Annual Progress Reports.

12 LTP Programme

This chapter details our LTP programme for the period 2006–11. This programme forms part of the overall transport programme for Cambridgeshire, which has been refined from the original programme included in our interim LTP 2004–11 as part of the development of our Long-Term Transport Strategy (LTTS). The programme offers the best value from the available resources and has three main elements; integrated transport, maintenance, and major schemes.

The LTP programme detailed below is based on funding from known sources, as shown in Figure 12.1.

Figure 12.1 LTP capital programme funding sources

Funding Source	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Integrated Transport funding						
Government Integrated Transport block	**8,662**	**6,848**	**6,843**	**6,820**	**6,777**	**35,950**
District and Parish Councils[15]	595	520	532	275	225	**2,147**
Developer funding [16]	2,420	325	150	0	0	**2,895**
Growth Areas Fund (GAF)	2,536	11,764	0	0	0	**14,300**
Community Infrastructure Fund (CIF)	40	560	0	0	0	**600**
Kickstart	1,095	750	642	0	0	**2,487**
Transport Innovation Fund (TIF)	385	0	0	0	0	**385**
Total (Integrated Transport)	**15,733**	**20,767**	**8,167**	**7,095**	**7,002**	**58,764**
Maintenance funding						
Government Maintenance block	**12,782**	**13,038**	**13,689**	**14,374**	**15,093**	**68,976**
Total (Maintenance)	**12,782**	**13,038**	**13,689**	**14,374**	**15,093**	**68,976**
Major Schemes funding						
Government / regional major scheme funding[17]	**31,310**	**39,650**	**3,400**	**20,800**	**15,800**	**110,960**
Developer / other funding	4,929	16,037	200	0	0	**21,166**
Total (Major Schemes)	**36,239**	**55,687**	**3,600**	**20,800**	**15,800**	**132,126**

The total capital programme in this LTP period is £259.866 million, consisting of £58.764 million for integrated transport, £68,976 million for road maintenance and bridge strengthening, and an estimated £132.126 million for major schemes. This chapter sets out our capital programme over the period of this LTP to 2010/11.

Figure 12.2 shows the additional revenue expenditure that the County Council puts into transport. Further detail on how this money is spent can be found on page 156.

Figure 12.2 County Council predicted transport revenue expenditure

Programme Area	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Integrated Transport	3,320	3,320	3,320	3,320	3,320	**16,600**
Maintenance	16,806	17,161	17,079	17,079	17,079	**85,204**
Total	**20,126**	**20,481**	**20,399**	**20,399**	**20,399**	**101,804**

Integrated transport

Figure 12.3 summarises the Integrated Transport programme for the period 2006-11. Figures 12.4, 12.5, 12.6 and 12.7 detail schemes we will implement in corridors, urban areas, rural areas, and schemes that cut across all three areas respectively. The Integrated Transport programme has been devised to deliver value for money and to help meet our key aims and objectives. In developing the programme, we sought to prioritise schemes from our overall transport programme for Cambridgeshire that best met the shared priorities for transport and that would have most benefit in achieving the targets in this LTP. For this reason, much of the expenditure is focused on Cambridge, the market towns and the corridors, and on the provision of public transport, pedestrian and cycle infrastructure.

Most of the schemes included in the integrated transport programme will contribute to providing for the travel demand of the Growth Agenda, but would still be needed without any growth. The overall transport programme for Cambridgeshire provides the transport capacity to cater for the Growth Agenda in a sustainable manner.

The funding in Figures 12.3 – 12.7 reflects the current known funding position. It is likely that additional funding will be identified over the course of the LTP, particularly for expenditure in the period 2008-2011.

[15] The levels of County, District and Parish Council funding is based on levels of funding seen in the period of our first LTP, and is likely to vary from the figures shown, based on levels of overall funding from Government in future years, and on funding pressures in other service areas.
[16] The levels of developer funding shown relate only to monies currently held. Further developer funding is likely in the period of this LTP.
[17] Major Scheme funding assumes all major scheme bids to Government via the national and regional funding mechanisms are successful

Figure 12.3 Integrated Transport Programme 2006–11

Programme Area		Funding Source	Shared Priorities[18]				LTP funding (£000s)					
			ACC	AQ	CON	RS	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Corridors	Inter-urban corridor bus schemes	**IT Block**					**580**	**300**	**350**	**675**	**500**	**2,405**
		Other LA	✓		✓		*25*	*0*	*0*	*0*	*0*	***25***
		Kickstart					*239*	*188*	*170*	*0*	*0*	***597***
	Inter-urban corridor other schemes	**IT Block**	✓	✓	✓	✓	**150**	**75**	**80**	**80**	**75**	**460**
	Cambridgeshire Guided Busway interchange / connections	**IT Block**	✓	✓	✓	✓	**0**	**210**	**0**	**0**	**0**	**210**
Urban	Bus priority measures	**IT Block**	✓	✓	✓		**1,200**	**1,129**	**700**	**650**	**625**	**4,304**
		Developer					*250*	*0*	*0*	*0*	*0*	*250*
	Market town strategy schemes	**IT Block**					**1,602**	**1,600**	**1,900**	**1,575**	**1,400**	**8,077**
		Other LA	✓	✓	✓	✓	*270*	*320*	*270*	*0*	*0*	***860***
		Developer					*65*	*0*	*150*	*0*	*0*	***215***
	Cambridge access strategy	**IT Block**					**200**	**450**	**450**	**450**	**400**	**1,950**
		Developer					*625*	*325*	*0*	*0*	*0*	***950***
		GAF	✓	✓	✓	✓	*936*	*11,064*	*0*	*0*	*0*	***12,000***
		CIF					*40*	*560*	*0*	*0*	*0*	***600***
		Kickstart					*856*	*562*	*472*	*0*	*0*	***1,890***
Rural	Speed management	**IT Block**	✓		✓	✓	**185**	**120**	**110**	**120**	**100**	**635**
	New footpaths / rural pedestrian improvements / PROW	**IT Block**	✓			✓	**125**	**100**	**89**	**100**	**76**	**490**
		Developer					*30*	*0*	*0*	*0*	*0*	***30***
		GAF					*100*	*700*	*0*	*0*	*0*	***800***
	Major Safety Schemes	**IT Block**			✓	✓	**1,240**	**150**	**0**	**0**	**1,000**	**2,390**
General	Safer Routes to School	**IT Block**	✓	✓	✓	✓	**400**	**300**	**290**	**350**	**250**	**1,590**
	Community transport / Rural demand responsive buses	**IT Block**	✓		✓		**0**	**0**	**200**	**200**	**200**	**600**
	Safety Schemes	**IT Block**			✓	✓	**900**	**850**	**1,150**	**975**	**625**	**4,500**
	Cycleway improvements	**IT Block**					**275**	**275**	**265**	**275**	**202**	**1,292**
		Developer	✓	✓	✓	✓	*1,450*	*0*	*0*	*0*	*0*	***1,450***
		GAF					*1,500*	*0*	*0*	*0*	*0*	***1,500***
	Jointly Funded Minor Improvements	**IT Block**	✓	✓	✓	✓	**300**	**200**	**262**	**275**	**225**	**1,262**
		Other LA					*300*	*200*	*262*	*275*	*225*	***1,262***
	Smarter Travel Management including travel information	**IT Block**	✓	✓	✓	✓	**1,090**	**774**	**652**	**680**	**659**	**3,855**
	Air quality monitoring	**IT Block**		✓			**15**	**15**	**15**	**15**	**15**	**75**
	Strategy development	**IT block**	✓	✓	✓	✓	**350**	**250**	**250**	**300**	**350**	**1,500**
		TIF					*385*	*0*	*0*	*0*	*0*	***385***
	Accessibility promotion and research	**IT block**	✓				**50**	**50**	**80**	**100**	**75**	**355**
Sub total (IT Block)							**8,662**	**6,848**	**6,843**	**6,820**	**6,777**	**35,950**
Sub total (Other funding							*7,071*	*13,919*	*1,324*	*275*	*225*	***22,814***
Total (All Funds)							**15,733**	**20,767**	**8,167**	**7,095**	**7,002**	**58,764**

Integrated Transport Programme – Corridor Schemes

The overall approach adopted in this LTP is based on the provision of high quality transport corridors. The Corridor Plans set out detailed measures to increase public transport services to encourage modal shift towards bus use by identifying new areas of development and meeting the transport demand of those affected by current and new initiatives. The plans also set out the actions and costs associated with the improvements.

The corridor improvements programmed for the A428, A10 (north), A1307 and A1301 include clearways, bus shelter improvements, raised kerbs and improved travel information. They will often tie in with bus priority measures programmed in the Cambridge access strategy, Market towns and Bus priority measures budgets as detailed in Figure 12.5.

[18] Shared Priorities for Transport: ACC = Accessibility, AQ = Air quality, CON = Congestion, RS = Road safety.
✓ = Key to delivery of shared priority, ✓ = Contributes to delivery of shared priority.

Figure 12.4 IT Block – Corridor schemes

Programme Area	Funding Source	Shared Priorities				LTP funding (£000s)					
		ACC	AQ	CON	RS	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Inter-urban corridor bus schemes											
A428 St Neots – Cambridge corridor improvements	**IT Block**					**475**	**0**	**0**	**0**	**0**	**475**
A1307 Haverhill Corridor Site Surveys	**IT Block**					**25**	**0**	**0**	**0**	**0**	**25**
	Other LA					25	*0*	*0*	*0*	*0*	***25***
Services 9 / X9 (Cambridge – Littleport, Cambridge – Peterborough)	Kickstart					*72*	*57*	*50*	*0*	*0*	***179***
Services 11, 12, X11, X12 (Cambridge – Newmarket, Bury, Soham and Ely)	Kickstart					*167*	*131*	*120*	*0*	*0*	***418***
MultiBus partnership	**IT Block**	✓		✓		**50**	**50**	**50**	**50**	**50**	**250**
Bus Stop Maintenance Scheme Implementation	**IT Block**					**30**	**32**	**35**	**38**	**42**	**177**
A10 Ely – Cambridge corridor improvements	**IT Block**					**0**	**218**	**265**	**0**	**0**	**483**
A1307 Haverhill – Cambridge corridor improvements	**IT Block**					**0**	**0**	**0**	**587**	**0**	**587**
A1301 Saffron Walden – Cambridge corridor improvements	**IT Block**					**0**	**0**	**0**	**0**	**408**	**408**
Sub-total (IT Block)						**580**	**300**	**350**	**675**	**500**	**2,405**
Sub total (All Funds)						*844*	*488*	*520*	*675*	*500*	***3,027***
Inter-urban corridor other schemes											
A428 Corridor Cycle Scheme - Madingley Road	**IT Block**					**150**	**0**	**0**	**0**	**0**	**150**
A10 Corridor (Cambridge-Ely) safety & other improvements	**IT Block**	✓	✓	✓	✓	**0**	**75**	**80**	**0**	**0**	**155**
A1307 Corridor (Cambridge-Haverhill) safety & other improvements	**IT Block**					**0**	**0**	**0**	**80**	**75**	**155**
Sub-total (IT Block)						**150**	**75**	**80**	**80**	**75**	**460**
Cambridgeshire Guided Busway interchange / connections											
Footway and cycleway links to Guided Busway	**IT Block**	✓	✓	✓	✓	**0**	**210**	**0**	**0**	**0**	**210**
Sub-total (IT Block)						**0**	**210**	**0**	**0**	**0**	**210**

Integrated Transport Programme – Urban Area Schemes

The LTP programme places increasing emphasis on funding of the Market Town Transport Strategy programmes, where we have greatest opportunity to see growth in use of non-car modes. Schemes in the towns without current Market Town Transport Strategies will be included in the LTP programme as strategies for these towns are adopted in the period of this LTP, based on known funding at the time.

The Cambridge Access Strategy has received a significant boost from the Growth Area Fund in 2006/07 and 2007/08. These funds will bring forward schemes that have as their primary purpose of bringing forward development of sites identified for growth in the north and south of Cambridge. This includes an access road for development on the Clay Farm and Addenbrooke's sites on the Cambridge Southern Fringe, the relocation of the Cowley Ride site to a new site to the north of the A14, and a new access junction on Milton Road to serve development on the Cambridge Northern Fringe.

Bus priority measures between Huntingdon and St Ives

The bus priority measures programme includes schemes in Cambridge and Huntingdon. The scheme for George Street / Walden Street, Huntingdon is a part of a package of measures between Huntingdon and St Ives. The package of schemes form part of the Huntingdon and Godmanchester Market Town Strategy and will also enhance the service offered by the CGB (see page 135). In addition to the George Street / Walden Street scheme, the package includes:

- a bus lane along Hinchingbrooke Park Road and a school drop-off point at Hinchingbrooke School
- a westbound bus lane, cycle path and footway along Hartford Road
- a bus only road with cycle path and footway on Old Hartford Road inbound to Huntingdon, and
- a bus lane, cycle path and footway inbound to St. Ives on Houghton Road.

The bus lanes and priority measures are designed to reduce journey times and improve reliability of local services in order to encourage increased usage of public transport. The bus lanes will also help some services that travel into Huntingdon and St. Ives from surrounding areas such as Brampton, Houghton and Wyton. To further improve

reliability and attract more people onto buses, plans are being progressed for on-street ticketing and enhanced bus stop infrastructure. However, these schemes are not included in the capital programme at this time.

While initial work indicated that this package of measures would score highly as a major scheme bid, it became apparent that it was very unlikely that major scheme funding would be available from either regional or national major scheme funding pots in the period of this LTP.

We are therefore seeking to identify further funding to implement the remaining schemes in the package as soon as possible. It is likely that developer funding will be available in the period of this LTP towards these schemes, and reward funding received from government could be directed towards this package of measures, as detailed in Figure 12.8.

Figure 12.5 IT Block – Urban area schemes

Programme Area		Funding Source	Shared Priorities				LTP funding (£000s)					
			ACC	AQ	CON	RS	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Bus priority measures												
Huntingdon	George Street / Walden Street – Contra flow bus lane & junction modifications	**IT Block**					**600**	**450**	**0**	**0**	**0**	**1,050**
		Developer					*250*	*0*	*0*	*0*	*0*	*250*
Cambridge	Optical guidance trial	**IT Block**					**100**	**0**	**0**	**0**	**0**	**100**
	Milton Road corridor	**IT Block**					**500**	**500**	**0**	**0**	**0**	**1,000**
	Newmarket Road corridor	**IT Block**					**0**	**100**	**400**	**0**	**0**	**500**
	Madingley Road corridor	**IT Block**	✓	✓	✓		**0**	**50**	**200**	**0**	**0**	**250**
	Station Road	**IT Block**					**0**	**29**	**70**	**0**	**0**	**99**
2009/10 Bus priority programme		**IT Block**					**0**	**0**	**30**	**620**	**0**	**650**
2010/11 Bus priority programme		**IT Block**					**0**	**0**	**0**	**30**	**620**	**650**
2011/12 Bus priority programme		**IT Block**					**0**	**0**	**0**	**0**	**5**	**5**
Sub-total (IT Block)							**1,200**	**1,129**	**700**	**650**	**625**	**4,304**
Sub total (All Funds)							*1,450*	*1,129*	*700*	*650*	*625*	*4,554*
Market town strategy schemes												
Ely	Pedestrian / cycling schemes	**IT Block**					**125**	**50**	**75**	**0**	**0**	**250**
	Safety / traffic management	**IT Block**					**0**	**0**	**0**	**150**	**133**	**283**
	Public transport improvements	**IT Block**					**25**	**0**	**25**	**15**	**0**	**65**
	Parking strategy	**IT Block**					**81**	**105**	**106**	**0**	**0**	**292**
March	Pedestrian / cycling schemes	**IT Block**					**80**	**20**	**150**	**0**	**0**	**250**
	Safety / traffic management	**IT Block**					**0**	**0**	**207**	**220**	**150**	**577**
	Public transport improvements	**IT Block**					**0**	**0**	**0**	**25**	**0**	**25**
	Industrial link road	**IT Block**					**117**	**38**	**100**	**208**	**409**	**872**
St Neots	Pedestrian / cycling schemes	**IT Block**					**275**	**47**	**73**	**124**	**167**	**686**
		Other LA					*75*	*0*	*0*	*0*	*0*	***75***
		Developer					*15*	*0*	*0*	*0*	*0*	***15***
	Cycle bridge over River Great Ouse	**IT Block**					**30**	**500**	**500**	**0**	**0**	**1,030**
		Other LA					*0*	*250*	*250*	*0*	*0*	***500***
	Safety / traffic management	**IT Block**	✓	✓	✓	✓	**0**	**40**	**0**	**0**	**0**	**40**
	Public transport improvements	**IT Block**					**0**	**0**	**30**	**30**	**0**	**60**
Huntingdon & Godmanchester	Pedestrian / cycling schemes	**IT Block**					**210**	**0**	**363**	**410**	**407**	**1,390**
		Other LA					*110*	*0*	*20*	*0*	*0*	***130***
		Developer					*50*	*0*	*0*	*0*	*0*	***50***
	Safety / traffic management	**IT Block**					**85**	**498**	**0**	**134**	**0**	**717**
		Other LA					*25*	*70*	*0*	*0*	*0*	***95***
	Public transport improvements	**IT Block**					**70**	**0**	**85**	**45**	**0**	**200**
		Other LA					*60*	*0*	*0*	*0*	*0*	***60***
		Developer					*0*	*0*	*150*	*0*	*0*	***150***
Wisbech	Pedestrian / cycling schemes	**IT Block**					**24**	**112**	**186**	**189**	**0**	**511**
	Safety / traffic management	**IT Block**					**395**	**160**	**0**	**25**	**134**	**714**
	Public transport improvements	**IT Block**					**25**	**30**	**0**	**0**	**0**	**55**
St Ives	Feasibility study	**IT Block**					**60**	**0**	**0**	**0**	**0**	**60**
Sub-total (IT Block)							**1,602**	**1,600**	**1,900**	**1,575**	**1,400**	**8,077**
Sub total (All Funds)							*1,937*	*1,920*	*2,320*	*1,575*	*1,400*	***9,152***

Programme Area		Funding Source	Shared Priorities				LTP funding (£000s)					
			ACC	AQ	CON	RS	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Cambridge access strategy												
Core Traffic Scheme	Stage 4 Traffic management	Developer					*325*	*0*	*0*	*0*	*0*	***325***
		IT Block					**0**	**25**	**0**	**0**	**0**	**25**
	Stage 4 Bus management	**IT Block**					**0**	**0**	**75**	**0**	**0**	**75**
	Stage 4 Streetscape measures	**IT Block**					**180**	**425**	**275**	**0**	**0**	**880**
		Developer					*0*	*225*	*0*	*0*	*0*	***225***
	Stage 5	**IT Block**					**20**	**0**	**50**	**150**	**0**	**220**
	Future Core Traffic Scheme	**IT Block**					**0**	**0**	**25**	**150**	**200**	**375**
Ring Road		Developer					*300*	*100*	*0*	*0*	*0*	***400***
Future Outer Ring Road Improvements		**IT Block**	✓	✓	✓	✓	**0**	**0**	**25**	**150**	**200**	**375**
Cowley Road Park & Ride Relocation		GAF					*446*	*2,554*	*0*	*0*	*0*	***3,000***
Addenbrooke's Access Road phase 1		GAF					*490*	*5,510*	*0*	*0*	*0*	***6,000***
Cambridge Station Area Access		CIF					*40*	*560*	*0*	*0*	*0*	***600***
Citi 2 Bus Service Extension to Milton		Kickstart					*133*	*80*	*66*	*0*	*0*	***279***
Citi 4 Bus Service (Cambridge – Cambourne)		Kickstart					*128*	*85*	*93*	*0*	*0*	***306***
Citi 7 Bus Service Extension and 10 minute frequency		Kickstart					*595*	*397*	*313*	*0*	*0*	***1,305***
Cowley Road / Milton Road junction improvements		GAF					*0*	*3,000*	*0*	*0*	*0*	***3,000***
Sub-total (IT Block)							**200**	**450**	**450**	**450**	**400**	**1,950**
Sub total (All Funds)							*2,657*	*12,961*	*922*	*450*	*400*	***17,390***

Integrated Transport Programme – Rural area schemes

As noted in Chapter 9, Cambridgeshire has the adopted Right of Way Improvement Plan (ROWIP – see **Appendix 13**). The LTP Integrated Transport programme includes some of the actions identified in the plan, although at this time, DfT and DEFRA have identified no specific funding allocations for the ROWIP. Additional funding will need to be identified over the period of this LTP if the ROWIP is to achieve the aspirations of Government. In 2006/07 and 2007/08, this budget includes £800,000 from the Growth Areas Fund. This will be used to implement improvements to the rights of way network around the location of the proposed new town of Northstowe.

In 2006/07, a major safety scheme at the A141 / A605 junction will be undertaken. A further scheme may be undertaken in 2010/11, if it is identified at that time that such a scheme would be the most effective way of dealing with the safety record of an identified accident cluster black site.

Figure 12.6 IT Block – Rural area schemes

Programme Area	Funding Source	Shared Priorities				LTP funding (£000s)					
		ACC	AQ	CON	RS	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Speed management											
Speed Management programme	**IT Block**	✓		✓	✓	**185**	**120**	**110**	**120**	**100**	**635**
Sub-total (IT Block)						**185**	**120**	**110**	**120**	**100**	**635**
New footpaths / rural pedestrian improvements / PROW											
Rights of Way Management - Gate Programme	**IT Block**					**35**	**20**	**0**	**0**	**0**	**55**
Improving quality / accessibility of data for planners, developers & users	**IT Block**					**40**	**40**	**40**	**0**	**0**	**120**
New footpaths	**IT Block**	✓			✓	**50**	**40**	**49**	**100**	**76**	**315**
Provision of new & improved infrastructure for growth areas	Developer					*30*	*0*	*0*	*0*	*0*	***30***
	GAF					*100*	*700*	*0*	*0*	*0*	***800***
Sub-total (IT Block)						**125**	**100**	**89**	**100**	**76**	**490**
Sub total (All Funds)						*255*	*800*	*89*	*100*	*76*	***1,320***
Major Safety Schemes											
A141 / A605 'Hobb's Lot' roundabout	**IT Block**					**950**	**150**	**0**	**0**	**0**	**1,100**
Papworth Everard Bypass match funding	**IT Block**			✓	✓	**290**	**0**	**0**	**0**	**0**	**290**
Major safety scheme – to be determined	**IT Block**					**0**	**0**	**0**	**0**	**1,000**	**1,000**
Sub-total (IT Block)						**1,240**	**150**	**0**	**0**	**1,000**	**2,390**

Integrated Transport Programme – Programmes crossing all areas

The 'Smarter Travel Management' budget heading now accounts for around 10.7% of our Government funded integrated transport expenditure. Research indicates that well-implemented schemes with the aim of promoting choice, travel awareness and better co-ordination of services can have a far greater impact than physical measures on a value-for-money basis. The funding for this programme represents a step change from our first LTP.

The Smarter Travel Management programme also includes funding for technology to improve the efficiency of the transport network, including Real Time Bus Information and an Integrated Highway Management Centre (see Chapter 7).

Figure 12.7 IT Block – Schemes crossing all areas

Programme Area	Funding Source	Shared Priorities				LTP funding (£000s)					
		ACC	AQ	CON	RS	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Safer Routes to Schools											
2006/07 programme – works at 15 schools	IT Block					400	0	0	0	0	400
2007/08 programme – works at 12 schools	IT Block					0	300	0	0	0	300
2008/09 programme – works at 12 schools	IT Block	✓	✓	✓	✓	0	0	290	0	0	290
2009/10 programme – works at 14 schools	IT Block					0	0	0	350	0	350
2010/11 programme – works at 10 schools	IT Block					0	0	0	0	250	250
Sub-total (IT Block)						400	300	290	350	250	1,590
Safety Schemes											
2006/07 safety scheme programme	IT Block					900	0	0	0	0	900
2007/08 safety scheme programme	IT Block					0	850	0	0	0	850
2008/09 safety scheme programme	IT Block			✓	✓	0	0	1,150	0	0	1,150
2009/10 safety scheme programme	IT Block					0	0	0	975	0	975
2010/11 safety scheme programme	IT Block					0	0	0	0	625	625
Sub-total (IT Block)						900	850	1,150	975	625	4,500
Cycleway improvements											
Addenbrooke's to Shelford Cycleway	IT Block					125	0	0	0	0	125
	Developer					*325*	*0*	*0*	*0*	*0*	***325***
Babraham to Sawston Cycleway	IT Block					75	0	0	0	0	75
	Developer					*125*	*0*	*0*	*0*	*0*	***125***
Girton to Histon Cycleway	IT Block	✓	✓	✓	✓	75	0	0	0	0	75
Riverside Pedestrian and Cycle Bridge, Cambridge	Developer					*1,000*	*0*	*0*	*0*	*0*	***1,000***
	GAF					*1,500*	*0*	*0*	*0*	*0*	***1,500***
New and improved cycleways	IT Block					0	275	265	275	202	1,017
Sub-total (IT Block)						275	275	265	275	202	1,292
Sub total (All Funds)						*3,225*	*275*	*265*	*275*	*202*	***4,242***
Jointly Funded Minor Improvements											
JFMI programme	IT Block					300	200	262	275	225	1,262
	Other LA	✓	✓	✓	✓	*300*	*200*	*262*	*275*	*225*	***1,262***
Sub-total (IT Block)						300	200	262	275	225	1,262
Sub total (All Funds)						*600*	*400*	*524*	*550*	*450*	***2,524***
Smarter Travel Management including travel information											
Travel for Work – Mobility Management	IT Block					56	32	32	33	33	186
Travel for Work – Take a Stand	IT Block					6	6	7	7	8	34
Travel for Work – CamShare	IT Block					3	4	4	5	5	21
Personalised Travel Planning	IT Block					65	67	79	86	140	437
Integrated Highways Management Centre	IT Block	✓	✓	✓	✓	50	50	50	50	50	250
HCV Routing (Best Value Review Programme)	IT Block					85	50	50	50	50	285
Real Time Bus Information	IT Block					625	450	300	350	250	1,975
Smartcard	IT Block					100	75	100	75	100	450
Travelline development	IT Block					50	20	15	12	12	109
Bus lane enforcement	IT Block					50	20	15	12	11	108
Sub-total (IT Block)						1,090	774	652	680	659	3,855

Programme Area	Funding Source	Shared Priorities				LTP funding (£000s)					
		ACC	AQ	CON	RS	2006/07	2007/08	2008/09	2009/10	2010/11	Total
Strategy development											
Major scheme development	IT block					100	100	100	100	100	500
Strategy development	IT block	✓	✓	✓	✓	250	150	150	200	250	1,000
TIF study	TIF					*385*	*0*	*0*	*0*	*0*	***385***
Sub-total (IT Block)						**350**	**250**	**250**	**300**	**350**	**1,500**
Sub total (All Funds)						*735*	*250*	*250*	*300*	*350*	***1,885***
Accessibility promotion and research											
Further development of Action Plans and measures within them, in line with the programme in the Accessibility Strategy	IT block	✓				50	50	80	100	75	355
Sub-total (IT Block)						**50**	**50**	**80**	**100**	**75**	**355**
Community transport / Rural demand responsive buses											
Measures identified in Accessibility Action Plans, which may include pilot schemes	IT Block	✓		✓		0	0	200	200	200	600
Sub-total (IT Block)						**0**	**0**	**200**	**200**	**200**	**600**
Air quality monitoring											
Web site continuous monitoring, Forecasting, Air Quality and Traffic monitoring Equipment	IT Block		✓			15	15	15	15	15	75
Sub-total (IT Block)						**15**	**15**	**15**	**15**	**15**	**75**

How we would spend additional Integrated Transport Block funding

Based on the assessed quality of the LTP 2006–11, and assessment of progress on delivery and targets, up to 25% additional funding of the Integrated Transport Block may be available from Government for the period 2007-2011. Figure 12.8 details programme areas that we would seek to assign this funding to, should we receive it. The levels of funding in each case would be refined as part of the process of setting the programme on an annual basis, mindful of any additional funding from other sources that might be available at the time. In all cases, the programme areas detailed in Figure 12.8 are additional funding to programmes already included in this LTP.

Figure 12.8 Supplemental IT Block funding programme 2007–11

	Programme Area	Shared Priorities				LTP funding (£000s)				
		ACC	AQ	CON	RS	2007/08	2008/09	2009/10	2010/11	Total
Corridors	Inter-urban corridor bus schemes	✓		✓		100	200	0	0	300
Urban	Market town bus priority measures	✓	✓	✓		700	500	700	1,100	3,000
	Market town strategy schemes	✓	✓	✓	✓	162	211	30	0	403
	Cambridge Access Strategy					200	400	500	500	1,600
General	Real Time Bus Information	✓		✓		100	50	25	0	175
	Traffic Control Centre / Urban Traffic Control		✓	✓	✓	250	250	250	0	750
	Safety Schemes			✓	✓	200	100	200	94	594
						1,712	1,711	1,705	1.694	6,822

Impact of additional funding on objectives, targets and the Shared Priorities

As noted in Figure 12.8, all of the additional programme areas contribute to the delivery of one or more of the Shared Priorities for Transport, and our LTP objectives. We also envisage that this funding would enable us to make significantly better progress in a number of areas, and hence allow us to set more challenging targets.

As we have not identified specific schemes in each area, we cannot quantify precisely the impact of this funding on trajectories and targets. However, given the focus of the additional programme areas detailed in Figure 12.8, we consider that more challenging trajectories and final targets would be set for some or all of the following indicators, should 25% additional Integrated Transport Block funding be achieved.

- ACC1 (LTP1) Accessibility
- AQ1 (LTP2) CO_2 emissions from road transport in Cambridgeshire
- AQ2, 3, 4, 5 Air Quality in Cambridge, Huntingdon, St Neots and Wisbech
- CON1 (BV102) Countywide bus patronage
- CON2 (BV104) Bus passenger satisfaction
- CON3 (LTP3) Cycling trips
- CON4 (LTP4) Mode share of journeys to school
- CON5 (LTP5) Bus punctuality
- CON6a (LTP6) Cambridge peak hour traffic
- CON6b, c, d Trends in travel in Cambridge
- CON7 Trends in travel in the market towns
- RS1a, b, c (BV99) Road accident casualties in Cambridgeshire

Road maintenance and bridge strengthening

Figure 12.9 shows our programme of maintenance schemes. It is not possible to plan a definitive programme over the full five years of the LTP, as we cannot predict deterioration in road condition with accuracy over the period to 2010/11. For this reason, the funding is included as block allocations.

Figure 12.9 Maintenance Programme 2006–11

Programme Area		LTP funding (£000s)					
		2006/07	2007/08	2008/09	2009/10	2010/11	Total
Footway and cycleway maintenance		1,007	1,027	1,078	1,132	1,189	**5,433**
Carriageway maintenance	Principal roads	1,466	1,495	1,570	1,649	1,731	**7,911**
	Non-principal/Unclassified roads	3,702	3,776	3,965	4,163	4,372	**19,978**
Noise-reducing road surfaces		2,146	2,189	2,298	2,413	2,533	**11,579**
Major roadworks		500	510	535	562	590	**2,697**
Strengthening of bridges to carry 40 tonne loading		2,502	3,173	2,751	2,948	2,750	**14,124**
Structural maintenance/enhancement of existing highway structures		1,000	400	1,000	990	1,385	**4,775**
Street lighting maintenance		220	220	231	243	255	**1,169**
Traffic signal replacement		119	110	116	122	128	**595**
Rights of Way maintenance		120	138	145	152	160	**715**
Total		**12,782**	**13,038**	**13,689**	**14,374**	**15,093**	**68,976**

Major schemes

The current timetable for funding of major schemes in the lifetime of this LTP is shown in Figure 12.10. There are five major schemes (costing over £5 million) within the LTP, consisting of two new schemes, and three schemes that were bid for in the first LTP, two of which have provisional approval. The costs shown here for the new major schemes are indicative, and will be refined when formal bids are submitted to Government.

Figure 12.10 Major schemes programme 2006–11

Scheme		Funding Source	Funding (£000s)					
			2006/07	2007/08	2008/09	2009/10	2010/11	Total
Schemes bid for and accepted in our first LTP	Papworth Everard Bypass	**Major scheme**	**4,110**	**550**	**300**	**0**	**0**	**4,960**
		Other	*1,380*	*200*	*200*	*0*	*0*	***1,780***
	Cambridgeshire Guided Busway	**Major scheme**	**27,000**	**38,000**	**0**	**0**	**0**	**65,000**
		Other	3,549	15,837	0	0	0	***19,386***
Schemes bid for in first LTP but not yet accepted	Ely Southern Link Road	**Major scheme**	**200**	**200**	**1,000**	**4,800**	**7,800**	**14,000**
New schemes in this LTP	Chesterton Station	**Major scheme**	**0**	**900**	**2,100**	**16,000**	**8,000**	**27,000**
Sub total (Major Scheme funding)			**31,310**	**39,650**	**3,400**	**20,800**	**15,800**	**110,960**
Total (All funds)			**36,239**	**55,687**	**3,600**	**20,800**	**15,800**	**132,126**

Scheme and policy implementation programme

Figure 12.11 shows the numbers and types of schemes to be implemented over the LTP period. It provides a general overview of the types of schemes that will be implemented based on the planning guidelines and the budget areas set out in Figures 12.3 – 12.7 and 12.9.

Figure 12.11 Scheme and policy implementation programme

Scheme type	2006/07	2007/08	2008/09	2009/10	2010/11
Bus priority	1	0	0	0	0
Guided Bus schemes	0	1	0	0	0
Park & Ride	0	0	0	0	0
Bus infrastructure schemes	25	25	25	25	25
Cycling schemes	30	30	30	30	30
Walking schemes	10	10	10	10	10
Travel plans	20	20	20	20	20
Safer routes to school	15	15	15	15	15
Local safety schemes	15	15	15	15	15
Traffic management/calming	35	35	35	35	35
New roads and local road schemes	15	15	15	15	15
Maintenance – carriageway & footway	300	300	300	300	300
Maintenance – bridge strengthening	6	6	6	6	6
Structural maintenance	6	6	6	6	6
Other maintenance schemes	5	5	5	5	5

Other sources of funding towards the LTP / LTTS programme

The infrastructure and services Cambridgeshire needs to provide for the transport demand of the Growth Agenda are far greater than that can be provided from the indicative Planning Guidelines. While the programme of works required to cater for the Growth Agenda is being refined as part of the development of the LTTS, an idea of the scale of the challenge that we face can be seen by comparing the provisional Planning Guidelines with the programme of works included in our interim LTP 2004–11, as shown in Figure 12.12.

Figure 12.12 Comparison of LTP Programmes

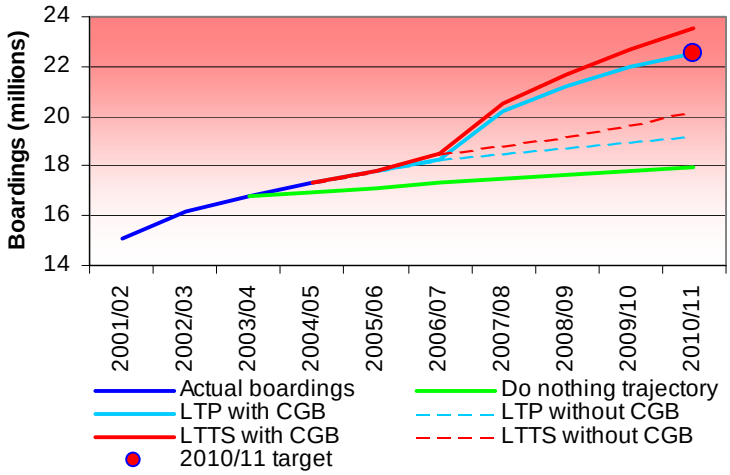
Programme Area	LTP funding (£000s)				Potential funding gap (£000s)*
	LTP 2004–11		LTP 2006–11		
	Total	Av. funding/yr	Total	Av. funding/yr	
Integrated transport	213,000	30,429	58,764	11,753	**123,235**
Road maintenance	165,000	23,571	68,976	13,800	**69,000**
Total	**378,000**	**54,000**	**127,260**	**24,457**	**192,235**

* Includes an allowance for known levels of expenditure in 2004/05 and 2005/06 from all sources, including LTP1, Growth Area Delivery Grant and Community Infrastructure Fund.

The 'Potential funding gap' figure is for indicative purposes only, and includes an allowance for known levels of expenditure in 2004/05 and 2005/06 from all sources. It does not include funding for any major schemes, which would be an addition pressure. The work currently being carried out to refine the overall Cambridgeshire Transport programme in conjunction with the development of the LTTS and the TIF study is likely to result in changes to this programme. At the time of this LTP, the effect of these changes cannot be quantified.

The LTTS programme and the funding required to implement it are necessary if we are to make a step-change in transport provision within the county and meet the needs of future growth in a sustainable way. An example of this is shown in Figure 12.13.

Figure 12.13 Comparative trajectories for LTP and LTTS programmes, Indicator CON1 (BV102)



The trajectory shows that an additional million bus passengers per year could be seen if the LTTS programme were fully implemented, in the scenarios with or without Cambridgeshire Guided Busway. The do nothing trajectory assumes growth in patronage due to population growth only, and may not be realistic, as increasing congestion might lessen the attractiveness of bus as a travel choice.

We therefore need to maximise LTP funding from Government and achieve additional funding from all available sources if we are to provide for the Growth Agenda in an integrated and sustainable manner, and meet our LTP

objectives and the Shared Priorities for Transport. The following sections outline current and potential sources of additional funding.

Funding through development

The importance of securing development funding will increase as the planned growth in the county takes place. As a result of the growth agenda we expect to receive significant contributions to improving transport from this source. Funding for transport gained through the planning process will be used to deliver the wider programme of measures associated with the Long Term Transport Strategy and complementing the strategy and programme within the LTP. In addition to the infrastructure measures arising from the development, an increasingly important element of the funding from this source is the contribution that it can make to revenue funding of transport initiatives.

Because of the nature of this type of funding which will come through Section 106 agreements as part of planning permissions, it is not possible at this stage to precisely predict the amount of future funding that we will receive for transport purposes. We have therefore only included developer-funded schemes in the LTP programme for which funding already been paid by developers and is held by the County, City or District Councils. Figure 12.14 estimates the level of funding negotiated by the County, City and District Councils that could be available in the lifetime of this LTP. This funding will only become available when Section 106 planning agreements are completed or when development is implemented.

Figure 12.14 Potential transport related planning obligations

Area / Plan		Obligations (£000s)
Cambridge Area Transport Plans		12,200
Market Town Transport Strategies	Ely	400
	Huntingdon	1,000
	St. Neots	2,800
	Wisbech	50
Public transport contributions	A428 corridor	200
	St Neots	500

These funds will be used to implement the specific schemes or strategies related to the developments from which they have been negotiated. These were included in the interim LTP 2004–11 programme, and will be carried forward into the LTTS programme. This funding will complement that contained within the programme and the figures given are the approximate levels of additional funding each year.

Our robust and effective approach to securing development contributions includes the Area Transport Plans and Market Town Transport Strategies. The LTTS has provided the modelling to show that the programmes within these documents are the most effective, achieving the greatest value for money.

Examples of where we have secured developer funding towards transport improvements in this LTP include the following.

- £250,000 towards a contra flow bus lane on George Street in Huntingdon
- £325,000 towards the Cambridge Core Traffic Scheme
- £125,000 towards the Babraham to Sawston cycleway
- £325,000 towards the Addenbrooke's to Shelford cycleway

Growth Area Delivery Grant / Community Infrastructure Fund / Growth Area Fund

We received £12.7 million from the Growth Area Delivery Grant (GADG), which was spent on transport in 2004/05 and 2005/06, from bids totalling around £96 million for transport and other measures whose need arose as a result of the Growth Agenda. £600,000 has been granted from the Community Infrastructure Fund (CIF) and a further £14.3 million from the Growth Area Fund (GAF). Details of the schemes that will be delivered with this funding can be found in Figures 12.5, 12.6 and 12.7.

Transport Innovation Fund

The County Council has been awarded £385,000 to draw up a package of measures as part of the Transport Innovation Fund initiative. Details of this can be found in Chapter 7.

Funding from other local authorities

We also receive funding from the District and Parish Councils for transport in the form of contributions to Jointly Funded Minor Highway Improvement schemes and to other schemes where the relevant council considers them of particular importance. Funding through this source was £378,000 in 2002/03 and £346,000 in 2003/04.

Performance management of budgets

We have developed the capital programme based on a strategy that seeks to achieve the best possible results for the minimum levels of expenditure. Achieving value for money is increasingly important as pressures on transport budgets continue to rise, and will increase further as planned growth in the county takes place. Therefore it is essential that our funds are targeted at the most appropriate and cost effective schemes.

Value for Money

One of the council's five key values is to achieve good or excellent services while spending public money wisely. Value for money, therefore forms a central part of all policies and actions in the planning and delivery of our transport programmes. Our approach to delivering value for money has been recognised by the Audit Commission as part of the Comprehensive Performance Assessment (CPA), where improvements to the delivery of transport services were particularly noted.

In addition to the CPA, the council is developing a three-year programme to achieve Gershon efficiency. This will help to further improve productivity and enhance value for money, to release more resources to the frontline.

To meet our objectives and targets, and to provide for the Growth Agenda, it is vital that we target funding to areas where we can achieve best value for money and most overall benefit.

Our commitment to providing the most efficient and effective use of funding is demonstrated throughout this LTP. Examples include:

- focussing our investment on the achievement of the shared priorities for transport, as shown in our Integrated Transport programme on page 146.
- setting stretching targets to ensure we are achieving measurable outcomes (see page 33), for example to limit traffic growth in Cambridge while accommodating the Growth Agenda (see indicators CON6a and CON6b on pages 80 and 91).
- using revenue funding to support capital investment (for example, the road safety revenue programme detailed on page 110).
- introducing Pavement Management System computer modelling of road condition enabling a proactive maintenance regime. This has meant that we are better able to utilise more cost effective maintenance measures prior to road condition deteriorating to the extent where more costly and disruptive interventions are required. This in turn allows us to focus the programme on utilising available funding to achieve maximum benefit in terms of progress against indicators and targets.
- developing a Transport Asset Management Plan to make the most efficient use of both existing and new assets (see page 124).
- working in partnership to achieve greater benefit to all parties and draw in additional funding, for example in working with the District and Parish Councils to fund and deliver the Market Town and Jointly Funded Minor Improvements programmes.
- increased funding for 'soft' measures that are proven to have greater cost benefit than many physical improvements (see Smarter Travel Management, page 81).
- delivering major schemes that offer best value for money, according to the New Approach to Appraisal.
- terminating the district highway arrangements to provide a single countywide contract offering a seamless service to all users.
- using Accession to help determine which bus services to subsidise.
- implementing the Network Management Duty.
- the integration of land use planning with the LTP, initially in our interim LTP 2004–11, and now through the Long-Term Transport Strategy. This has ensured, through mechanisms such as the Market Town Transport Strategies and Area Transport Plans that development contributes effectively and sustainably to providing for the transport demands that it generates.
- Combining the public, education, social services and community transport departments to facilitate efficient working practices and enhanced service procurement.

We aim to make the best and most sustainable use of existing infrastructure to avoid the need for new or upgraded infrastructure. Examples of the steps we will take to achieve this include:

- setting up a Highways Management Control Centre bringing together the management, maintenance and operations of real time bus information, variable message signing systems, bus priority measures, rising bollards and CCTV. This will contribute to the improved management of the main road network and will offer value for money by streamlining services and reducing operating costs.
- reallocating road space currently used primarily by single occupancy cars to bus lanes and cycleways, encouraging the increased use of sustainable modes of transport.
- extending the area covered by the Cambridge Core Traffic Scheme in order to limit unnecessary vehicle movements, while giving priority to buses, cyclists and pedestrians.
- developing our Transport Asset Management Plan (see page 124) to ensure that existing and new infrastructure is maintained in a condition that is fit for its use.
- developing strategies to improve efficiency in line with Gershon report – Releasing Resources to the Frontline.
- using recycled stone and bitumen to resurface the county's roads, resulting in a £100,000 cashable gain in 2004/05, environmental benefits and reduced transportation costs.
- making best use of the public Rights of Way network by improved management, maintenance and information as part of the Rights of Way Improvement Plan.
- using survey and inspection data to identify the appropriate works required to bring carriageways and footways up to standard.

Prioritising schemes

We have developed a programme that includes options for tackling congestion, delivering accessibility, making roads safer and improving air quality. Many of the schemes may contribute to several LTP objectives and often more than one of the shared priorities, thereby maximising the return on the investment.

Individual schemes are assessed based on value for money, environmental impacts, deliverability, and contribution to our targets and objectives. A list of prioritised schemes is produced each year and submitted to the Capital Programme Manager to ensure the highest priority schemes receive funding.

A scoring system is used to allocate funds to each of the sub-programme areas (such as cycling, safety and corridor improvements, etc). This involves rating sub-programme areas against LTP objectives and the shared priorities. Once this has been completed, appraisals of the prioritised schemes are carried out to establish their cost. From this, the number of schemes that can be funded is determined. The approved schemes go on to form the Network Service Plan (NSP) and each project is managed against the cost set out in the NSP.

We will continue to apply best practice ideas and use expert consultants to carry out scheme design and add value to our work, and will endeavour to achieve value for money during the implementation of schemes through the County Council's Major Framework Contract. Furthermore, we will maintain our good track record of delivering schemes that help to achieve multiple benefits over a wide range of target areas.

Cost control

Delivery of schemes is partly dependent on effective budget management. Therefore the council has a robust system in place to help control costs. All project managers and budget holders work within the County Council's constitution of financial management. This specifies that any variants in costs should be escalated to the Capital Programme Manager and the relevant Director. This is the first step in the change control system, whereby permission is given to transfer funds from one budget to another to ensure the highest priority projects are completed, while staying within the overall budget. Where a scheme experiences delays and can't be taken forward, funding is transferred to the next highest priority scheme.

This process ensures value for money is achieved, as the highest priority schemes are delivered and any increases in scheme costs are alerted to the Capital Programme Manager for action.

Reviewing budgets

In order to monitor budgets on a regular basis, budget reports are produced every month as part of the capital management process. Any issues identified through this process are then reported to the Office Management Team on a quarterly basis. This clear reporting mechanism allows the budget to be monitored regularly and any necessary action to be taken. In addition, money secured from developers is regularly reviewed so that it can be used to progress schemes contained within in the capital programme and enable LTP funds to be diverted to the next scheme on the priority list as appropriate.

Chapter 3 provides more detail on how we will assess the impact of our policies and schemes on our objectives, by monitoring indicators and targets. Good performance against these will help us to demonstrate value for money.

Performance management

As an additional check to ensure our schemes are properly targeted, we monitor outcomes that link directly to our objectives. Where a target is not on track we are able to alter our programme to get the target back on track and review targets to ensure they remain realistic yet challenging. This process complements our approach to budget management and helps to achieve value for money.

The Council has met Local Public Service Agreement (LPSA) targets for road safety, and is achieving best performance for the condition of principal roads. This demonstrates that our funds are being targeted towards achieving key outcomes such as reducing the number of casualties on the county's roads.

The Council has robust mechanisms for maintaining focus on its priorities. The Corporate Plan and the financial strategy underpinning the plan are reviewed annually to ensure that the Council is focussing on the stated priorities. Regular meetings between cabinet members and senior officers ensure that extensive reporting of performance against priorities is undertaken. Furthermore, Service Development Groups, seminars and group meetings ensure wide understanding and support for the priorities check the setting and monitoring of priorities.

Revenue funding

The Council continues to use revenue expenditure to improve transport outcomes and speed up delivery of key elements of the LTP. Revenue funds come mainly from local taxation and grants from Government. Preliminary scheme costs and the development of scheme bids and studies are often met from revenue budgets. In addition, the Council spends revenue funding in the following areas to support capital expenditure.

- Supported bus services
- Park & Ride
- Community transport
- Highway maintenance, including street lighting and winter maintenance
- Road safety (accidents and signals)
- Concessionary fares
- School crossing patrols
- Road safety education

Further detail on these areas of expenditure are set out below. Where appropriate we have also outlined the contribution made towards our targets and objectives. Details of recent and future levels of revenue expenditure are contained in Figure 12.15.

Figure 12.15 Revenue funding

		Outturn 2005/06 (£000s)	Transport revenue programme (£000's)		
			2006/07	2007/08	2008/09
Road safety	Accidents and signals Road safety education School crossing patrols	966	972	972	972
Network management	Bridge maintenance Winter maintenance Lighting maintenance	4,249	3,647	3,647	3,647
Traffic management		768	463	463	463
Passenger transport	Public transport support Concessionary fares Community transport	1,966	1,717	1,717	1,717
Asset management	Highway maintenance Surface dressing Basic maintenance Amenity maintenance	11,592	13,159	13,154	13,432
Major projects		172	168	168	168
TOTAL		**19,713**	**20,126**	**20,121**	**20,399**

Public transport

Supported bus services

The Council uses revenue funding to support non-commercial bus services to enable people to get to where they need to go in an environmentally friendly and sustainable way. This spending helps to improve accessibility and can result in a reduction in private cars trips. It also helps to improve quality of life by making sure people can get to key services. Furthermore, weekend and evening economies can benefit from this funding where commercial services are not in operation.

Demand for subsidised bus services exceeds resources, consequently, subsidised services must meet certain criteria to enable the Council to prioritise the services requiring subsidy. Services should contribute towards LTP targets for bus patronage and traffic reduction, and help to address overall social conditions.

In order to achieve value for money we will support services where:

- They are moving towards becoming self-supporting
- The total cost of supporting a particular service does not take up too great a proportion of the total available budget
- The subsidy cost does not usually exceed £2 per passenger journey

Park & Ride

The Council continues to utilise revenue funds generated from on street parking to help fund the management and running costs of the five Park & Ride sites in Cambridge, and to provide focused and helpful information about Cambridge, bus services and other travel information. Over 1.6 million passengers use Park & Ride services every year, making an important contribution to our targets for bus patronage and traffic levels in Cambridge. The excellent management of the Park & Ride sites has been recognised with a Charter Mark for customer service, demonstrating that revenue funding is being targeted at key initiatives that support the Council's overall transport strategy and provide good value for money.

Community Transport

We continue to use revenue funds to support community transport schemes across the county to help those who cannot use conventional public transport, such as the elderly and disabled people get to the services they need, such as doctors, shopping and employment. These schemes make an important contribution towards our LTP targets and objectives for accessibility and sustainable travel. Community transport can also help to bring about improvements to quality of life and reduce social exclusion and rural isolation.

We have used revenue funding to:

- make a contribution towards 50 voluntary car schemes to help subsidise passenger journeys
- support the Rural Transport Partnership

- provide a grant on an annual basis towards operating costs for Whittlesey Dial-a-Ride, Cambridge Dial-a-Ride and Fenland Association for Community Transport, and other organisations
- subsidise taxicard schemes (one in partnership with South Cambridgeshire District Council and South Cambridgeshire Primary Care Trust), allowing people with mobility difficulties to travel by taxi at a subsidised rate
- support Rural Hoppa services in Ramsey and the surrounding area

School transport

To help children get to school in a sustainable and environmentally friendly way, the council funds several school transport services. These services help to reduce the number of cars on the roads at peak times and also provide children with a safe way of getting to school.

Road safety

Engineering

Revenue funding is used alongside capital expenditure to improve road safety through the minor accident remedial schemes budget. The road safety revenue budget provides good value for money and, on average, has resulted in a reduction of 38 casualties per year. It is regularly used to fund the following measures.

- Signs and bend improvements
- Anti-skid surfacing
- Footway improvements
- Road markings

This provides a good example of how we use revenue funds to support capital expenditure and achieve improved transport outcomes.

Road safety education

Influencing the behaviour of road users is important in achieving greater safety on our roads. We therefore fund a number of campaigns to educate the public about road safety. We particularly focus on young drivers to make them aware of the dangers of speeding through the ‘For my girlfriend’ campaign. In addition, the council offers the National Driver Improvement Scheme for drivers who have committed offences of careless or inconsiderate driving as an alternative to penalty points. This scheme makes people aware of good driving practices and encourages behavioural change in the long term.

Highway maintenance

Revenue funding is used to carry out a wide range of highway maintenance works across Cambridgeshire.

Winter maintenance

Each year an allocation from the revenue budget is made towards winter maintenance. Over 40% of Cambridgeshire's roads and most bus routes are salted when required. Additionally, the busiest 90km of footways and cycleways are salted when severe weather is forecast. This revenue expenditure helps to keep Cambridgeshire moving, contributing to LTP objectives for maintaining and operating efficient transport networks and making travel safer. The introduction of the pre-wet process to our gritting fleets has helped to reduce the amount of salt used by 15%, saving approximately £45,000, and recycling around 1 million litres of water each year. This demonstrates that we are achieving value for money from our revenue funds, and we will continue to use revenue budgets to fund winter maintenance during the lifetime of this LTP.

Street lighting

A proportion of the revenue budget is used to fund the ongoing maintenance of the county’s 53,700 streetlights and 5,300 illuminated signs. Effective street lighting can help to reduce the fear of crime and improve quality of life. Well-maintained street lighting complements schemes in this LTP to reduce road casualties in Cambridgeshire.

Bridge maintenance

Bridge maintenance continues to be important, not only to safeguard structural integrity but also to avoid deterioration, which would inevitably lead to more costly work in the future of possible restrictions on use. This is particularly true of many of our older bridges, some of which are listed structures or designated as scheduled ancient monuments.

Traffic management

To keep traffic moving, the council continues to fund a number of traffic management measures from revenue funds. The operation and management of the rising bollards in Cambridge is essential to maintaining the safe and pleasant environment for pedestrians and cyclists. Furthermore, Local Authority Parking Enforcement in Cambridge

helps to reduce congestion on the roads. Income from parking tickets finances the scheme and any surplus will be spent on public transport improvements.

Other areas where revenue funding is used to promote sustainable transport include the following.

- Travel Awareness campaigns
- Preparation, promotion and review of travel plans for council sites, and
- Collection of accident and traffic data.

Concessionary fares

The Cambridgeshire concessionary fares scheme offered half-price travel on all local bus services and some Dial-a-Ride services to people aged 60 and over, those who are registered blind or partially sighted, and people registered as disabled. This scheme has now been replaced. People who have a bus pass will be able to travel for free within their own District or City Council boundary between 9.30am and 11pm Monday to Friday and all day at the weekend and bank holidays. This revenue funded initiative adds value to supported and commercial bus services by encouraging increased patronage, and allows more people to benefit from capital funded measures such as bus priorities and improvements to bus stops. However, the artificial restriction on crossing district boundaries is unfortunate, and will be removed in 2008 by a replacement scheme announced by government.

Contribution to LTP targets

Our revenue funding for transport contributes towards the achievement of the following LTP targets.

- RS1a, b, c (BV99) Road accident casualties in Cambridgeshire
- CON1 (BV102) Countywide bus patronage
- CON6c, CON7 Bus travel in Cambridge and modal share of sustainable modes in the market towns
- ACC1 (LTP1) Accessibility
- AM1c (BV224b) Condition of unclassified roads

Despite the past levels of revenue expenditure on transport, concerns have been raised regarding the future continuation of funds, especially in relation to rural and urban bus grants and support for community transport. To address these concerns we are working with our partners to identify possible solutions, but if we are not successful, this could have a major impact on some of our targets, particularly those related to accessibility.

Delivery

We are confident that in partnership with the five District Councils we can build upon our record of success by delivering the ambitious programme within this LTP. To this end we are progressing a number of mechanisms to expedite delivery of transport schemes and measures. These include:

- a Major Framework Contract with early contractor involvement for schemes over £500,000 has been let to two contractors for the next ten years
- expanding our existing successful traffic management term contract to bridges and highway maintenance to remove the necessity for individual procurement
- setting up ten-year term contracts for significant transport projects with early contractual involvement in schemes in line with Highways Agency practices
- taking an integrated contractual approach with a dedicated team to bring together skills across the transport agenda to speed up delivery, and
- Cambridgeshire Horizons.

Taken together these will allow us to deliver our programme effectively in line with the timescales while recognising the need for flexibility in terms of implementing schemes and measures that ensure we are on track to achieve our objectives and meet our targets.

Finance Forms

Finance forms F11 and F12 can be found in **Appendix 12**.

Conclusion

Combined, these programmes give a picture of the transport initiatives that we anticipate will be funded through this second Cambridgeshire Local Transport Plan in the period to 2010/11. As has been noted in this chapter, and in detail in Chapter 1, we need to achieve very significant additional funding from all other available sources if we are to achieve the sustainable development envisaged in national, regional and local planning policy.