

2030 Vision Transport Workshop

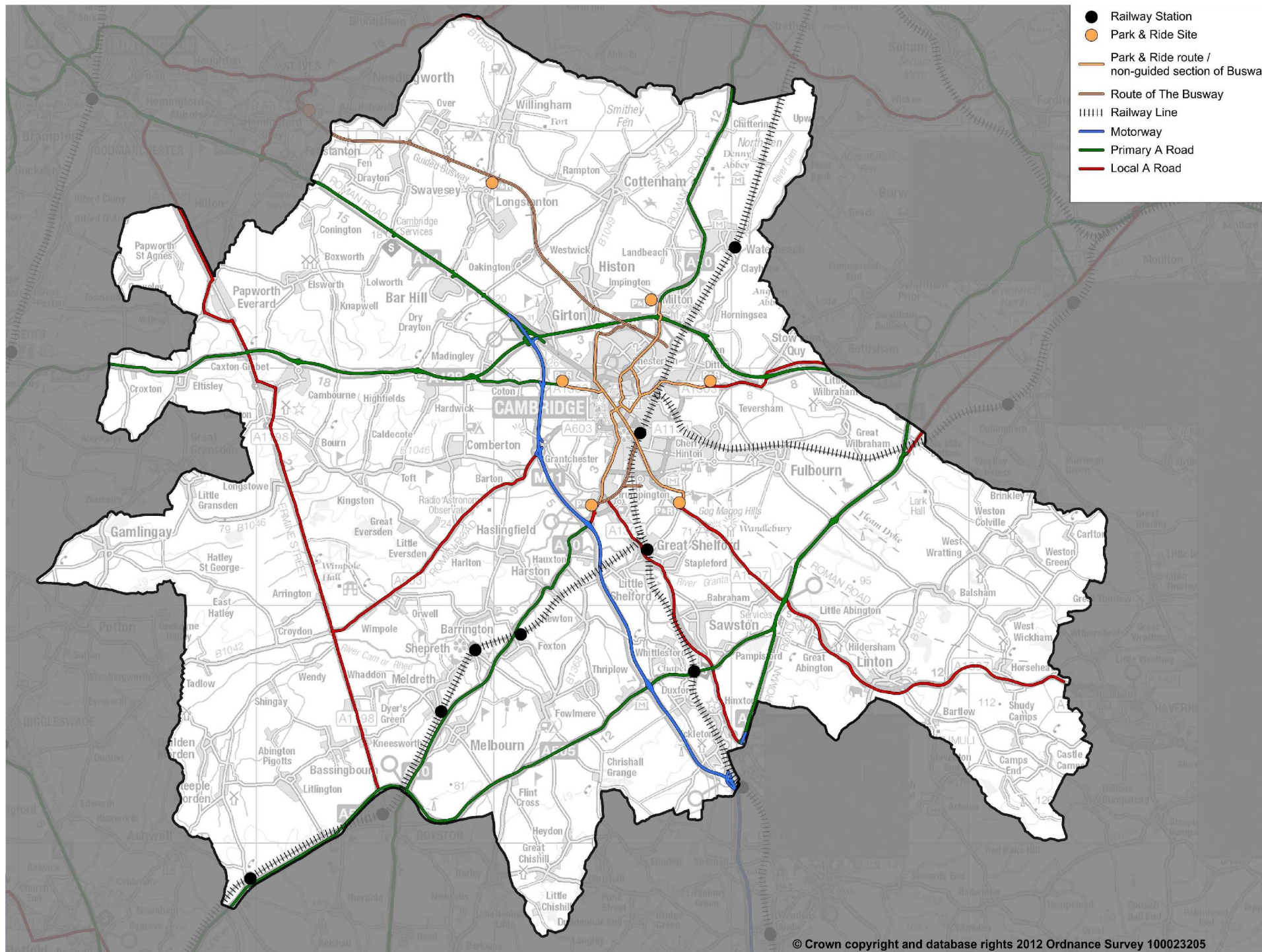
19 September 2012

**Towards a new Transport Strategy for
Cambridge and South Cambridgeshire**

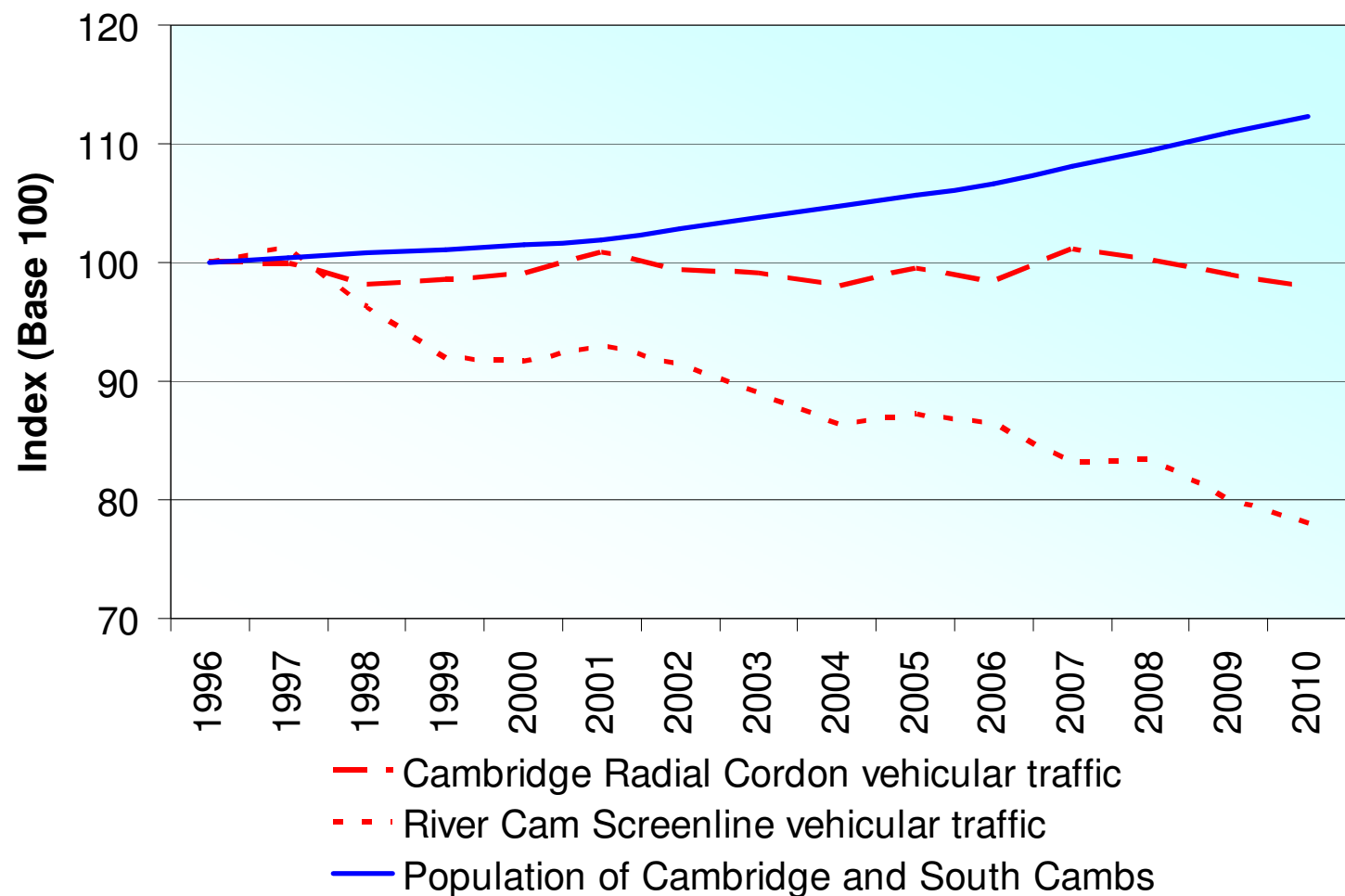
Dearbhla Lawson & Jeremy Smith

Transport, Infrastructure Policy & Funding

1 – Where are we now?



Traffic in Cambridge



Cycle use

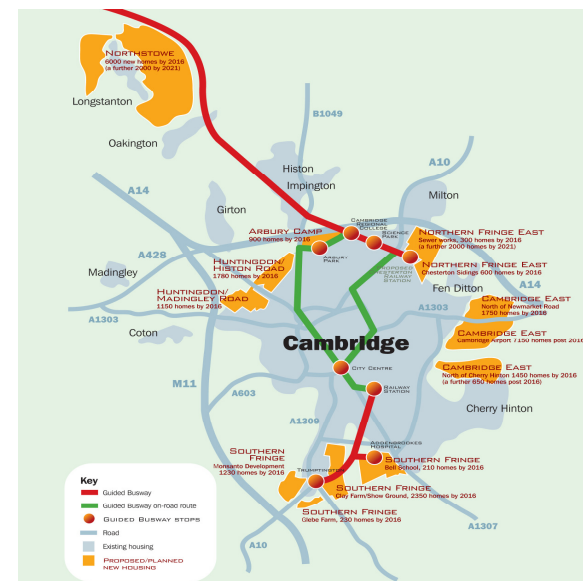
- ◆ Percentage of residents cycling at least once a week (Ranking of 326 Local Authorities in England)
 1. **Cambridge (52 per cent)**
 2. Oxford (30 per cent)
 3. Gosport (24 per cent)
 4. York (23 per cent)
 5. **South Cambridgeshire (22 per cent)**



Public Transport

◆ Bus -

- ◆ Local bus use in Cambridge grew by over 100% between 2001 and 2007, and continues to grow.
- ◆ The Busway carried around 2.5M passengers in its first year of operation.
- ◆ The quality of the bus fleet has improved markedly. Air Quality problems are being addressed.

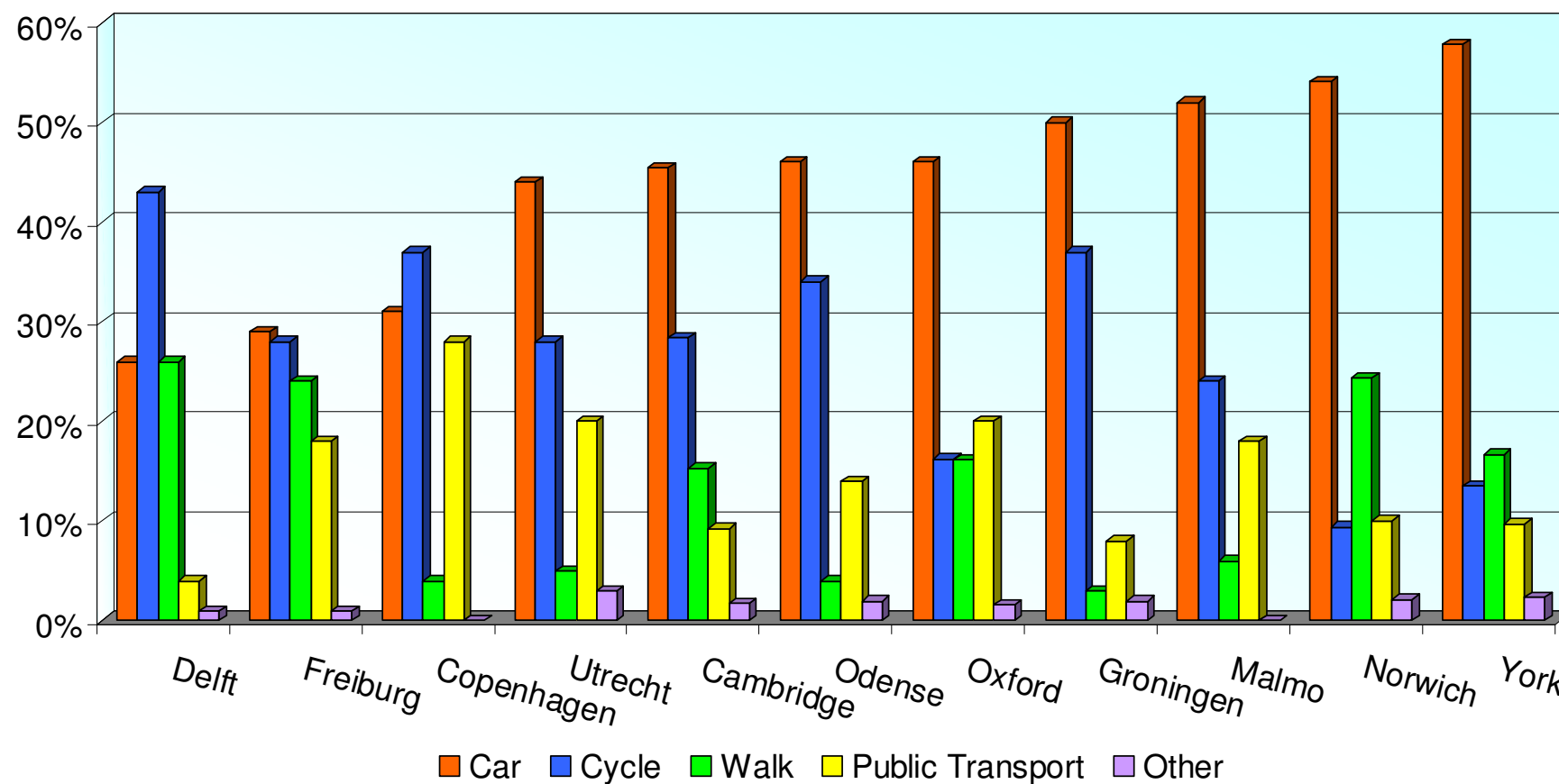


Public Transport

- ◆ Rail
 - ◆ Passenger growth of 51% at Cambridge station between 2002 and 2010.
 - ◆ Higher growth still at stations around Cambridge.
 - ◆ Planned new station to serve Cambridge Science Park.



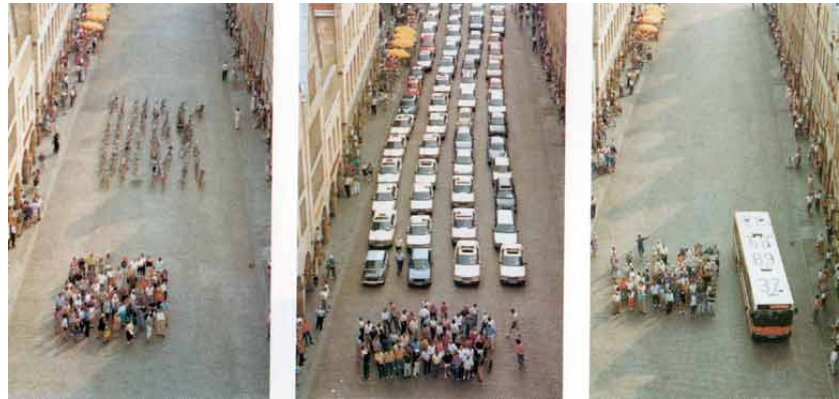
How do we compare?



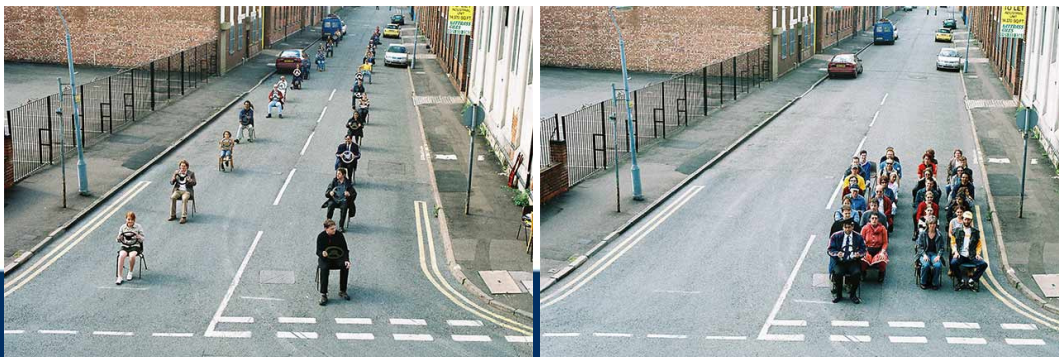
But...

- ◆ Cambridgeshire's commuters travel further than in most areas of the country.
 - ◆ In 2001, there were 1.6 jobs for every resident of working age in Cambridge...
 - ◆ ... and fewer jobs than working age residents in South Cambridgeshire.

But...



- ◆ Transport capacity on the local network is limited.
- ◆ Cars with single occupants make inefficient use of that capacity...
- ◆ ...and buses suffer from the congestion that results, reducing their attractiveness.



But...

- ◆ There is a reliance on the car for many trips in South Cambs
 - ◆ The public transport network does not provide an alternative for many longer trips.
 - ◆ There is congestion on many routes into the city.



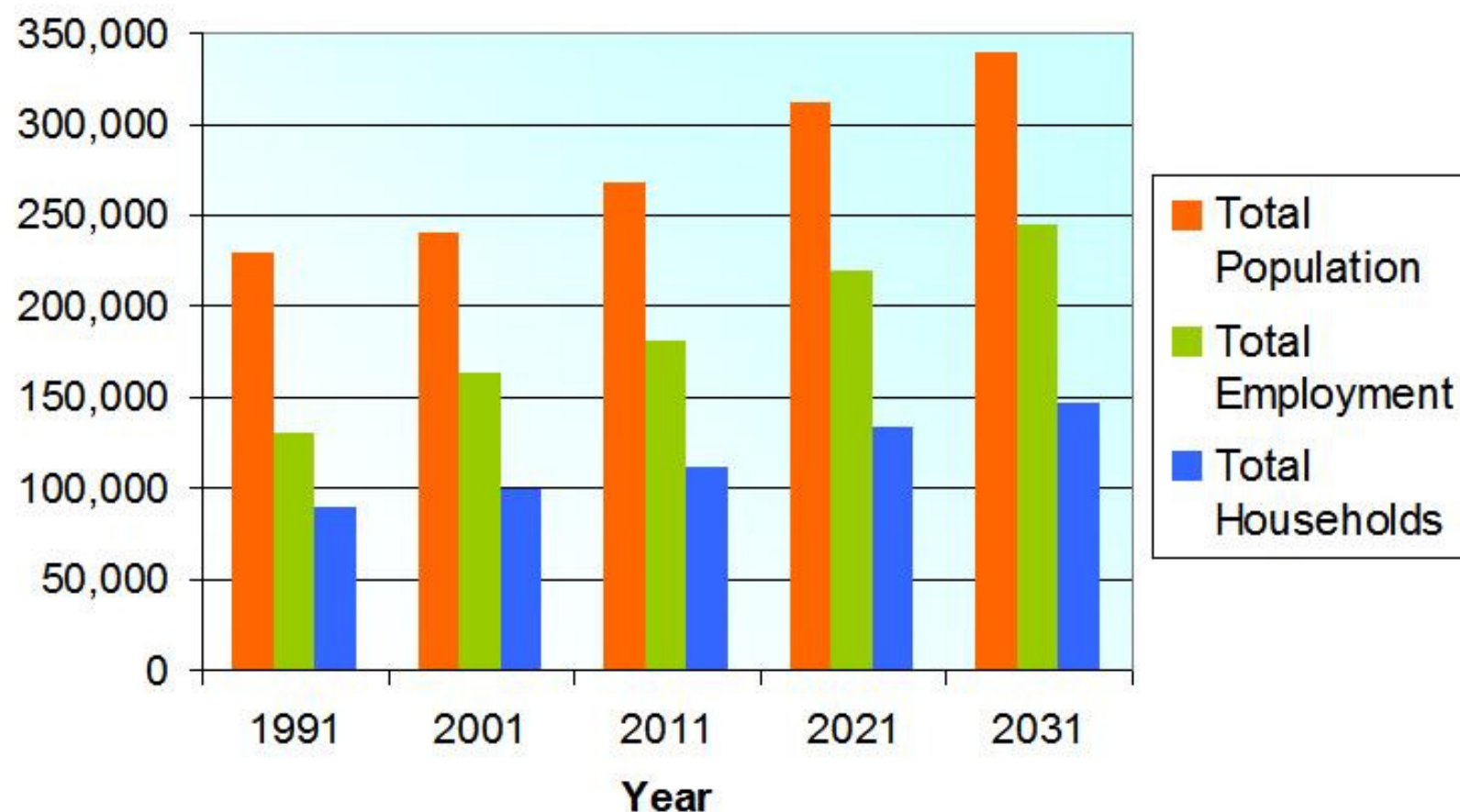
But...

- ◆ The cycle route network has been greatly enhanced, and sees excellent levels of use where investment has been made...
 - ◆ ...but is discontinuous and of patchy quality in many areas, particular as you get further from Cambridge.



2 – Challenges

The Growth Agenda: Cambridge and South Cambs

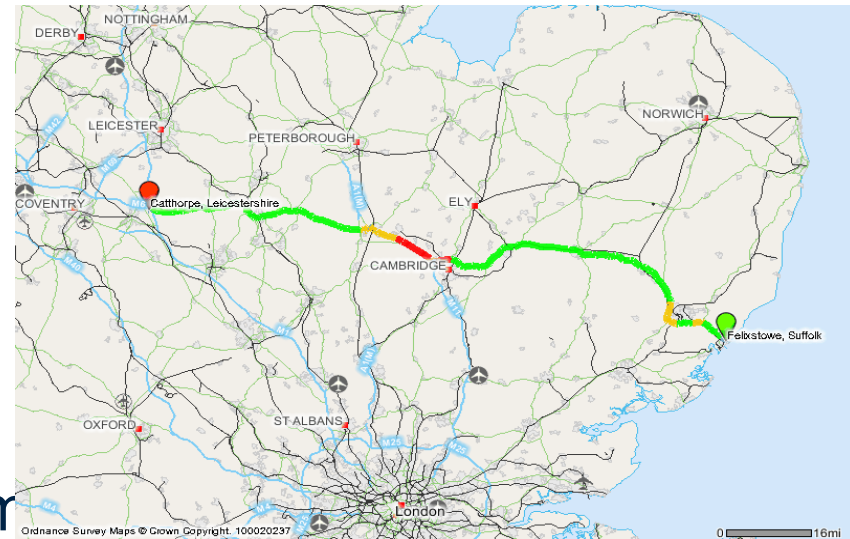


The congested network

- ◆ Congestion on all major radial routes into the city.
 - ◆ A14(T), B1049, A10, A1303, A1307, A1301, A603
- ◆ Dual role of A14 between Cambridge and Huntingdon - Strategic and Local
 - ◆ Pinch point in the strategic network (north – south and east – west traffic converging).
 - ◆ Very high peak hour traffic levels.
 - ◆ Congestion and unreliability.
 - ◆ Frequency of incidents.

The A14

- ◆ Chancellor reaffirmed commitment to increasing capacity and performance on A14
- ◆ Recognition that mobility along route is critical to economic success & growth
- ◆ Scale of the capacity problem requires a major solution.



The A14 solution...

- ◆ Needs to be multi modal
 - ◆ Significant highway capacity enhancement key part of the picture.
- ◆ Must take account of future committed port activity.
- ◆ Innovative financing and funding means are required, but needs significant public sector support.



Funding

- ◆ Transport investment needed to unlock growth and boost the economy.
 - ◆ But development is seldom able to fully fund major increases in capacity.
 - ◆ Core funding for local transport from government has been greatly reduced.
 - ◆ No substantial revenue stream from most current Local Authority transport activities.
 - ◆ How can we deliver new capacity – what are the options?

3 – What are the choices?

Do nothing / as you are?

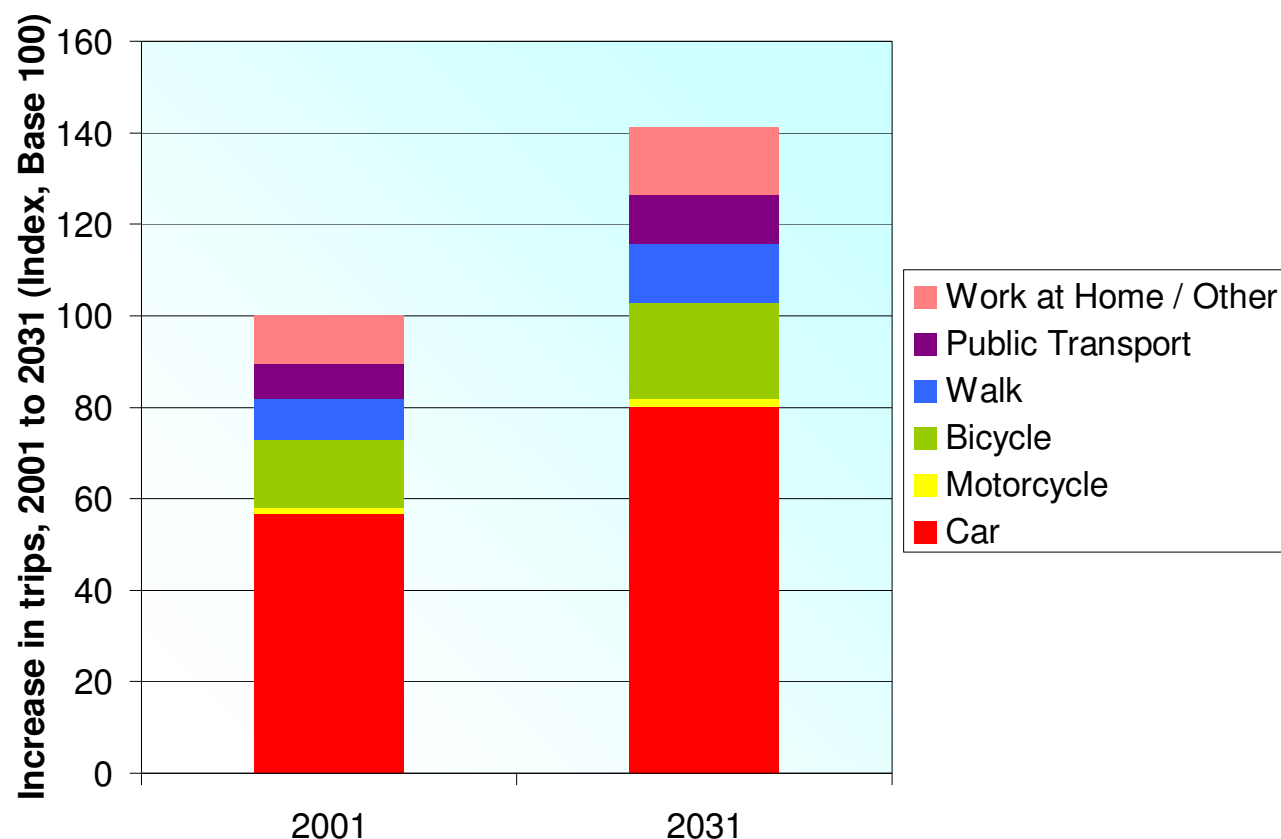
◆ Modeling for the Transport Innovation Fund scheme bid demonstrated that in a do-minimum case in 2021, there would be:

- ◆ A 36% increase in travel distance within Cambridge.
- ◆ A 48% increase in overall travel time for vehicular trips
- ◆ An 8% increase in CO2 emissions in Cambridge.
- ◆ A 67% increase in delay in Cambridge.



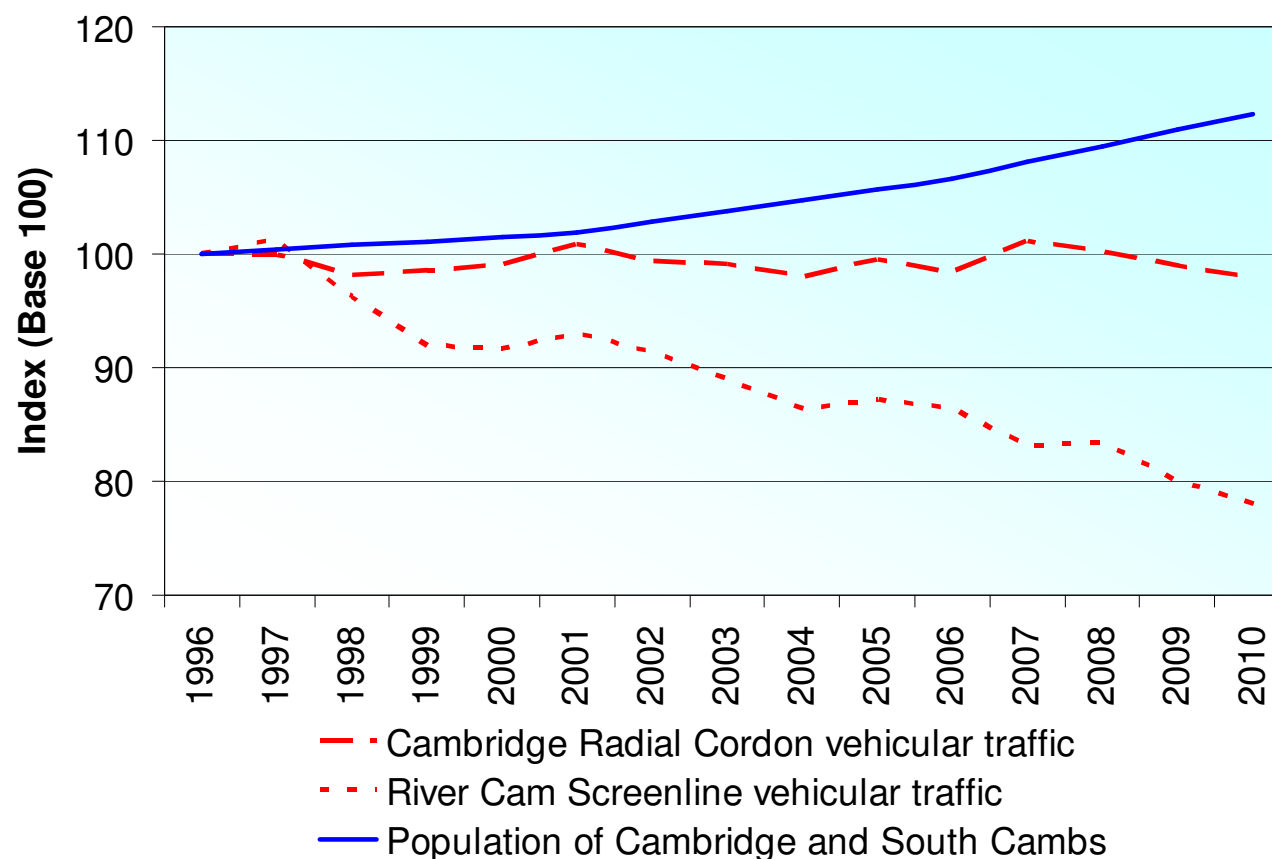
Implications of growth on the transport network

- ◆ If the population of the city and South Cambs grows by 40% from 2001 levels...



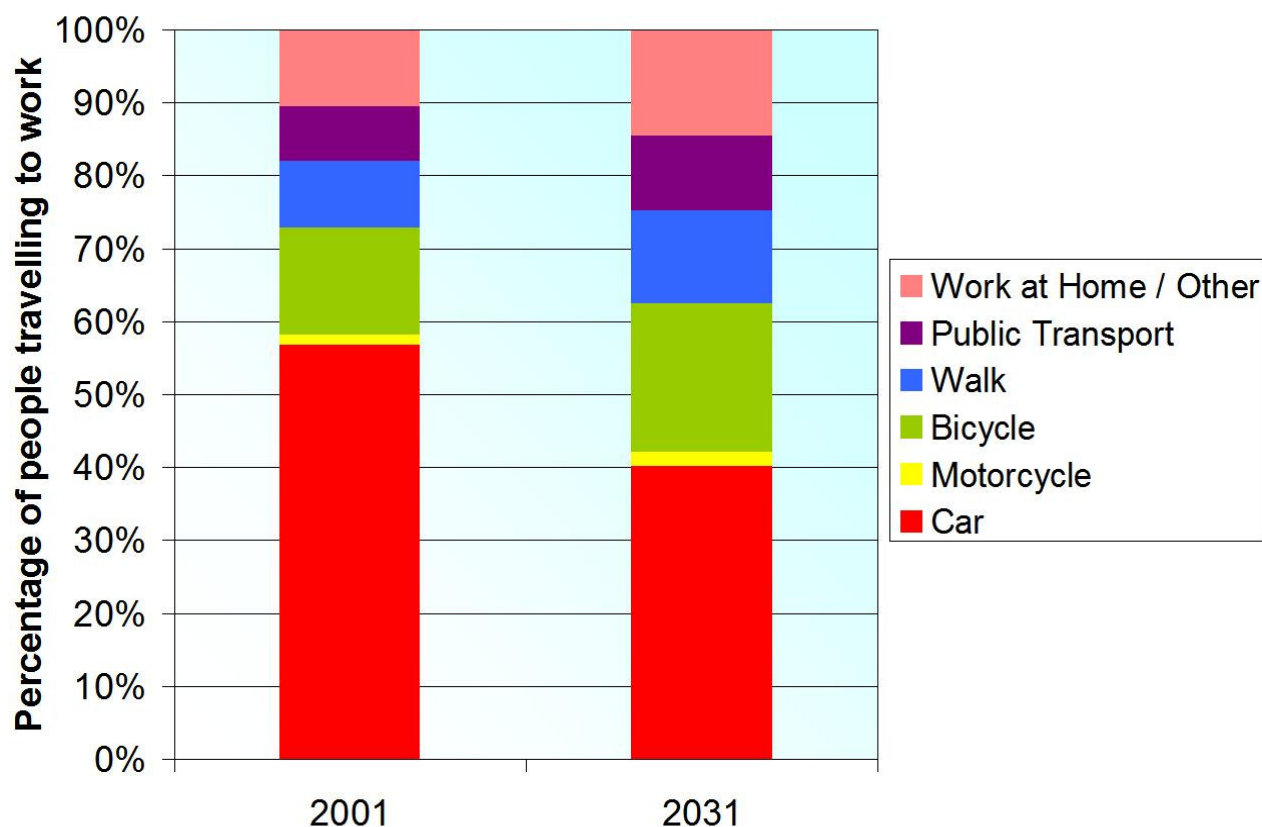
Implications of growth on the transport network

◆ ...and we want vehicular traffic to remain at today's levels on the current network...



Implications of growth on the transport network

- ◆ ...then the mode share of car use across the city and South Cambs will need to drop to around 40%.



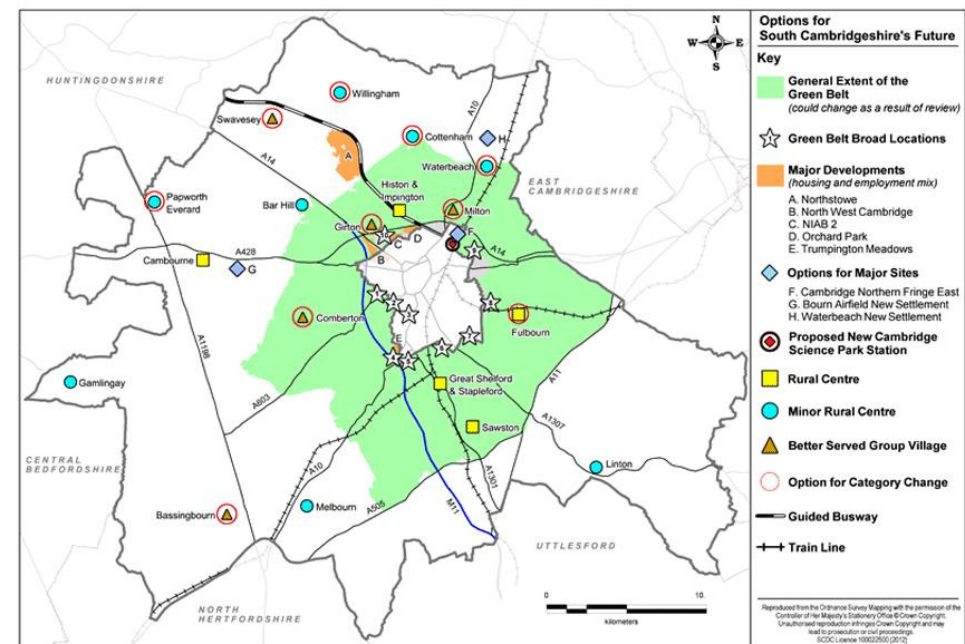
4 – The Strategy?

Purpose

- ◆ To set a longer term vision for transport.
- ◆ To ensure ongoing efficient operation of the transport network.
- ◆ To provide a framework for transport planning in the Cambridge area integrated with Cambridge City Council and South Cambridgeshire District Council's Local Plans.
- ◆ To help secure developer & other funding to deliver the necessary improvements.

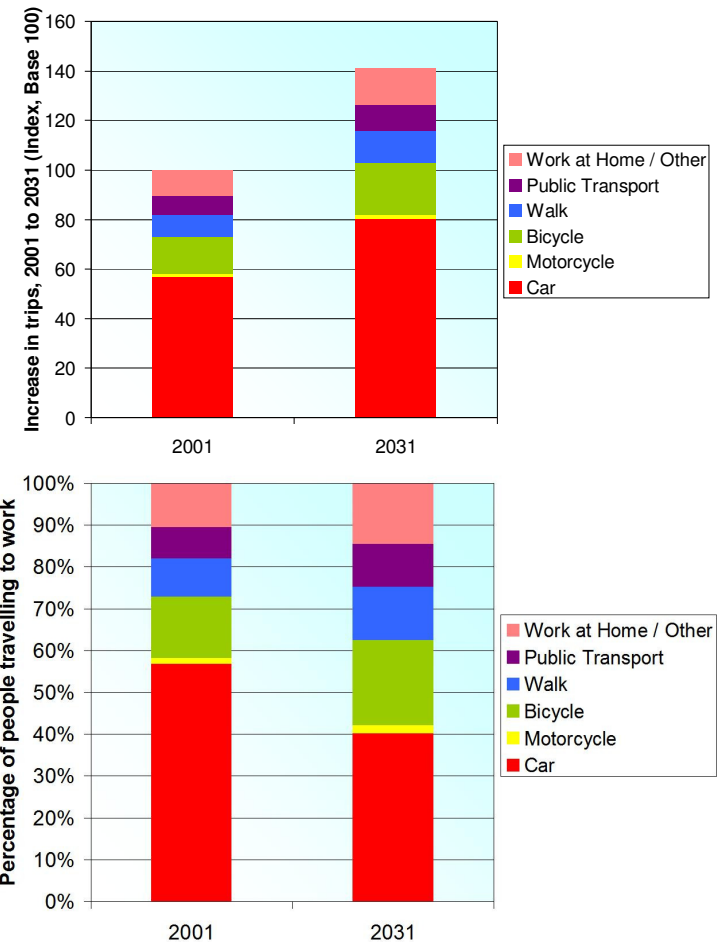
Integration

- ◆ Development alongside – informing and informed by – Local Plans.
 - ◆ Location of growth to minimise travel demand / distance.
 - ◆ Challenging balance – Green Belt and sustainable growth patterns.



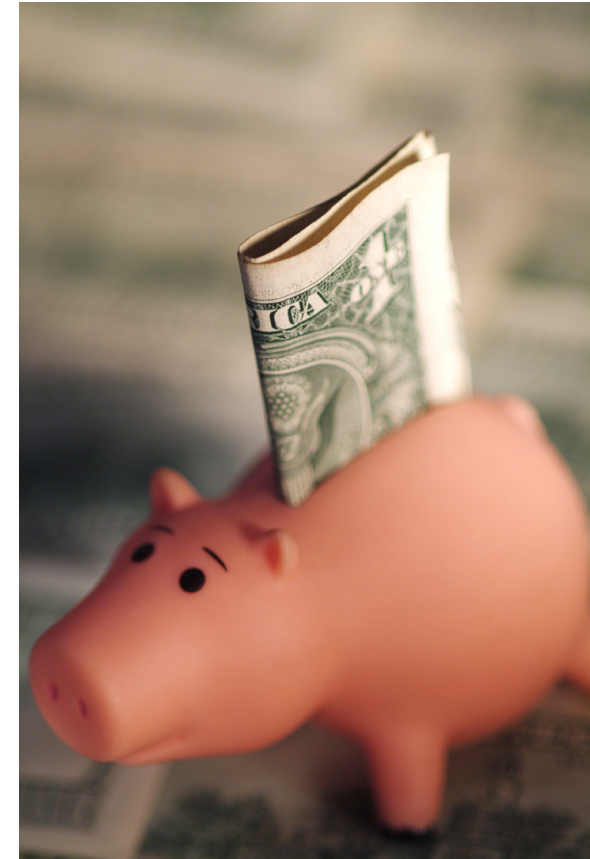
Ambition

- ◆ As we are – let it happen?
- ◆ Or more...
 - ◆ How ambitious should we be?
 - ◆ What / what balance:
 - ◆ New capacity?
 - ◆ Demand management?
 - ◆ Behaviour change?
 - ◆ With what focus?
 - ◆ Carrots and / or Sticks?



Funding

- ◆ How do we fund the strategy?
 - ◆ What will be viable for development and the economy.
- ◆ Balancing competing demands and future needs.
- ◆ What will be acceptable ?



**Over to you -
Questions ? Ideas ?!**