



Transport Innovation Fund

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Presentation Outline

- ◆ Background to Cambridge
- ◆ Transport problems
- ◆ Proposed solutions – Transport Innovation Fund

Cambridge today

- ◆ Strong local economy
- ◆ Desirable place to live and work
- ◆ High technology industries
- ◆ Research and development
- ◆ Business investment



Growth

- ◆ Cambridge Sub-Region identified as a growth area
- ◆ 47,000 new homes between 1999 and 2016
- ◆ Population increase of 83,000 between 1999 and 2016



Transport implications – if we do nothing?

- ◆ 32,500 extra trips into Cambridge in the morning peak
- ◆ Increased congestion – 84% increase in junction delay
- ◆ 46% increase in travel time
- ◆ 30% increase in distance travelled



What we have done already

- ◆ Stabilising traffic entering Cambridge
- ◆ 45% increase in bus patronage in Cambridge
- ◆ 1.6 million Park & Ride users each year
- ◆ Increase in cycle use – 2.4% in 2005 alone



Achieved through...

- ◆ Bus priorities
- ◆ Real Time Bus Information system
- ◆ Core Traffic Scheme (Rising Bollards)
- ◆ Pedestrianisation
- ◆ Guided Busway
- ◆ Park and Ride
- ◆ Close working with the bus company
- ◆ Travel for Work

Still need to do more.....

Long Term Transport Strategy (1)

- ◆ Without radical change, the situation will get much worse
- ◆ Doing nothing is not an option
- ◆ Change is essential to preserve the economy and character of Cambridge
- ◆ LTTS undertaken to assess options

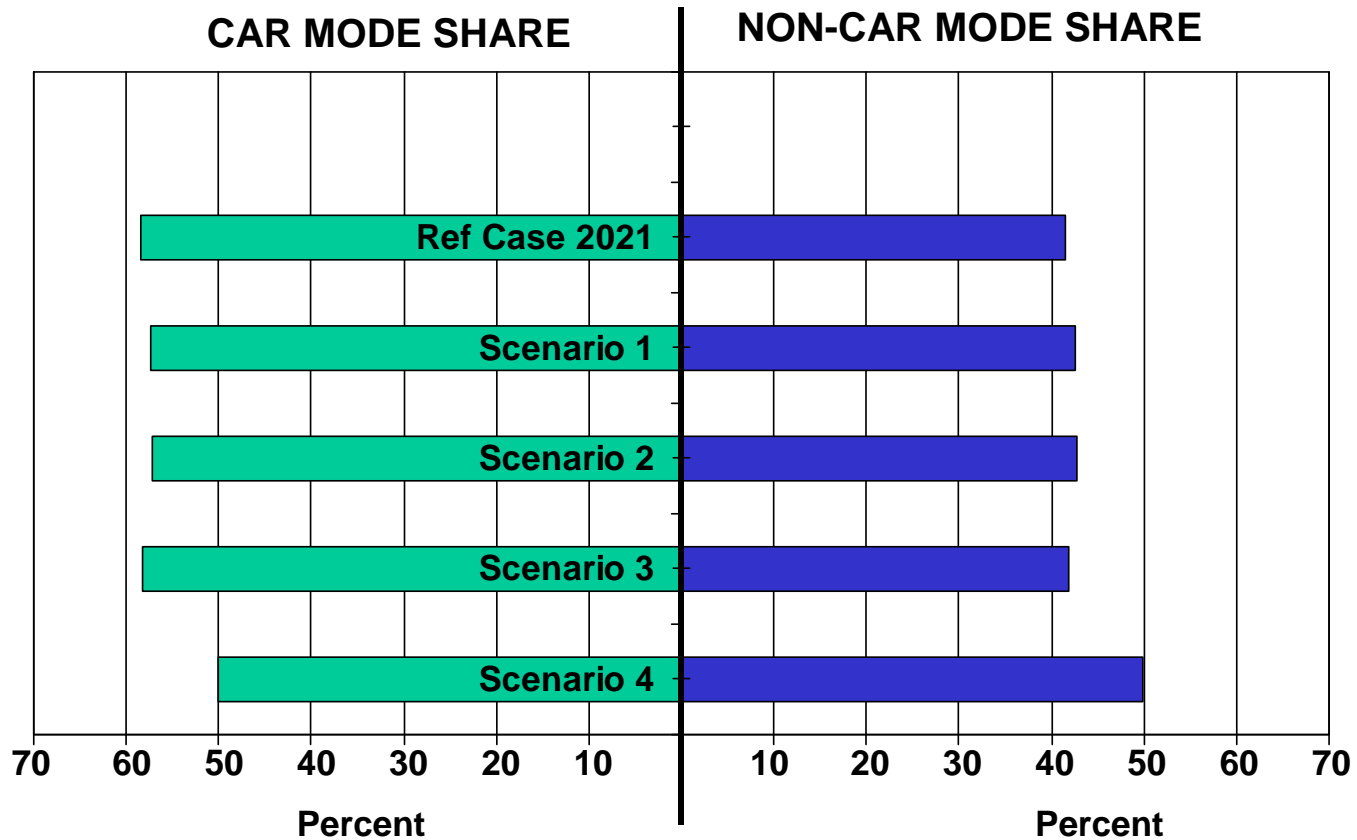


Long Term Transport Strategy (2)

- ◆ **Scenario 1** – intensive walking and cycling improvements plus low key public transport improvements
- ◆ **Scenario 2** – intensive public transport improvements plus low key walking and cycling improvements
- ◆ **Scenario 3** – highway improvements plus low key public transport, walking and cycling schemes
- ◆ **Scenario 4** – package of measures including managing demand, intensive walking, cycling and public transport improvements



Long Term Transport Strategy (3)



The TIF study

- ◆ £1.4 million of pump-priming funding
- ◆ Tackle congestion
- ◆ Package of measures
 - ◆ Cycling, walking, public transport & highways
 - ◆ Demand management
- ◆ Has potential to revolutionise transport in Cambridge

Transport aims and objectives

LTP objectives	TIF
Congestion	<ul style="list-style-type: none"> •10% reduction in overall traffic levels compared to today •Provides high quality, safe and realistic choices
Safety	<ul style="list-style-type: none"> •Improved safety
Accessibility	<ul style="list-style-type: none"> •Improved accessibility for all to services •Fairness
Environment	<ul style="list-style-type: none"> •Enhances the environment and addresses specific air quality issues
Economy	<ul style="list-style-type: none"> •Promotes the economy of Cambridgeshire

Principles of the study

- ◆ A public transport system that is the best in class, seen as an attraction to living and working in and around Cambridge, meaning that it will be the first choice for many journeys
- ◆ The best cycling and walking facilities in the UK, an example to others of what can be achieved
- ◆ A highways system that is fit for purpose, appropriate to one of the most successful economies in the world
- ◆ Users must have their privacy respected

Process of development

- ◆ Stakeholder engagement
 - ◆ large-scale briefings
 - ◆ Smaller-scale workshops
 - ◆ Overall support for direction of study

- ◆ Political work

- ◆ Close work with DfT

Next steps

- ◆ Initial conclusions expected later this year
- ◆ Refinement of proposals
- ◆ Further stakeholder events
- ◆ Business Case and then.....