

**Public
Key Decision - Yes**

HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter: Cambridgeshire and Peterborough Combined Authority Draft Local Transport Plan

Meeting/Date: Cabinet – 19th September 2019

Executive Portfolio: Executive Councillor for Housing, Planning and Economic Development

Report By: Planning Service Manager – Growth

Wards affected: All

Executive Summary:

The Cambridgeshire and Peterborough draft Local Transport Plan (LTP) establishes a vision, goals, objectives (see Appendix 1 of this report) and policies to respond to the Combined Authority's strategic approach to growth to 2050 and to address current challenges and opportunities. It builds on the work of previous Local Transport Plans and Local Plans in the Cambridgeshire and Peterborough Combined Authority Area. The vision for the Local Transport Plan is to deliver a world class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all. It should also consider the maintenance, operation and best use of existing transport assets, while at the same time considering increasing environmental constraints.

The Local Transport Plan is intended to complement, but not replace, the development of local transport policies and schemes. It aims to provide the overarching context that local planning authorities and developers should consider when prioritising investment in transport and supporting growth in the Combined Authority area. The Combined Authority has identified priority schemes, which support delivery of the vision and objectives for transport, some of which directly relate to the Huntingdonshire District Council area as well as other Districts. The LTP highlights potential funding sources for these projects.

Consultation on the draft LTP runs from Monday 17 June to Friday 27 September 2019 and can be found on the [Cambridgeshire and Peterborough Combined Authority webpages](#).

This report provides an outline of the draft Local Transport Plan, specific projects and proposals and a draft consultation response on issues that relate specifically to the Huntingdonshire District Area, its corporate priorities and objectives.

Recommendation:

The Committee is recommended to provide comments on this consultation and delegate authority to submit the Council's final consultation comments on this consultation to the Service Manager - Growth, in consultation with the Executive Leader and Deputy Executive Leader.

1. PURPOSE OF THE REPORT

- 1.1 The purpose of the report is to provide an outline of the draft Local Transport Plan, identify specific projects and proposals relevant to Huntingdonshire and present a draft consultation response to the draft LTP for approval by the Council.

2. WHY IS THIS REPORT NECESSARY/BACKGROUND

- 2.1 The Cambridgeshire and Peterborough draft Local Transport Plan (LTP) establishes a vision, goals, objectives and policies to respond to the Combined Authority's strategic approach to growth to 2050 and to address current challenges and opportunities. It builds on the work of previous Local Transport Plans and Local Plans in the Cambridgeshire and Peterborough Combined Authority Area. The vision for the Local Transport Plan is to deliver a world class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all. It should also consider the maintenance, operation and best use of existing transport assets, while at the same time considering increasing environmental constraints.
- 2.2 The Local Transport Plan is intended to complement, but not replace, the development of local transport policies and schemes. It aims to provide the overarching context that local scheme promoters should consider when prioritising investment in transport and supporting growth in the Combined Authority area. The Combined Authority has identified priority schemes, which support delivery of the vision and objectives for transport, some of which directly relate to the Huntingdonshire District Council area and highlights potential funding sources for these projects.
- 2.3 The draft LTP has been produced in partnership with Peterborough City Council, Cambridgeshire County Council, the Greater Cambridge Partnership and the district councils of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire. Engagement has also taken place with Highways England, Network Rail and neighbouring transport and highways authorities. Stakeholder consultations were also held with transport operators, industry groups and community organisations.
- 2.4 A Transport Delivery Plan will also be developed covering the period 2019-2035 to explain in more detail how the Local Transport Plan will be delivered and include programmes for the delivery of improvements to the transport network, and for its day-to-day management and maintenance. The Transport Delivery Plan will be prepared during the public consultation on the draft Local Transport Plan and identify phasing of schemes, delivery partners, potential funding and funding sources, key risks and deliverability. Further spatial (area and corridor) and thematic strategies and Transport Delivery Plans will also be produced. Transport Delivery Plans will be reviewed annually through the CA Medium-Term Financial Planning process and cover a four-year period; they will also form part of the Cambridgeshire and Peterborough Local Transport Plan.

3. OBJECTIVES OF THE DRAFT LTP

3.1 The LTP has three goals:

- Economy: Deliver economic growth and opportunity for all our communities.
- Society: Provide an accessible transport system to ensure everyone can thrive and be healthy.
- Environment: Protect and enhance our environment and tackle climate change together.

3.2 These goals are supported by a series of objectives which support sustainable growth and form the basis against which transport schemes and policies will be assessed and prioritised for development. (Figure 4.1, page 138-9 of Appendix 1).

3.3 The objectives are based around key themes of:

- enabling housing, employment, business and tourism by accommodating growth and connecting communities;
- providing a resilient and safe transport network;
- promoting social inclusion and accessible, affordable and sustainable transport networks for all;
- enabling health and wellbeing, providing healthy streets and facilitating active lifestyles
- improving air quality, reducing emissions and minimising the impact on climate change;
- delivering a transport network that protects and enhances our natural, historic and built environments

3.4 The draft Local Transport Plan promotes 'active modes' of transport e.g. cycling and walking over other forms of transport. A user hierarchy based around consideration of place and movement has been also been developed to help examine and select transport schemes on a more specific case by case basis. These can be found at figures 2.1 and 2.2 on page 67 of the draft LTP (see Background Documents).

4. PRIORITY SCHEMES IN HUNTINGDONSHIRE

4.1 Appendix A of the draft Local Transport Plan sets out a high level delivery plan of infrastructure projects. Additional detail regarding the timescales for delivery, and the sources of funding available to implement these projects are to be developed during the consultation period and will inform the programme of four-year Delivery Plans. The Delivery Plans will set out the Combined Authority's spending programme, based on the resources available and will be reviewed annually through their Medium-Term Financial Planning process.

4.2 Huntingdonshire specific projects can be found in Table A.3, Appendix A of the draft LTP (pages 180 to 187) and include:

- Improvements to the A1 Corridor (currently being explored by Highways England) including Brampton. Local improvements to junctions and existing roundabouts including the A1 Buckden

roundabout. Providing significant capacity for future housing and employment growth within Huntingdonshire, improving safety, improving journey times, reducing severance to local villages.

- A new railway corridor linking Cambridge, Bedford and Milton Keynes to Oxford. It will include new or expanded stations at Sandy, Tempsford, Cambourne or Bassingbourn, from which connections to St Neots, Huntingdon and a new travel hub at Alconbury Weald will be available. It will ensure that the preferred route option best serves Huntingdonshire through interchange with existing East Coast Main Line services.
- The Oxford to Cambridge Expressway, which will significantly improve accessibility to and from Huntingdonshire, journey times and reliability from Huntingdonshire to Cambridge and Bedford. The project will include dualling of the A428 between Cambourne / Caxton Gibbet and the Black Cat roundabout on the A1, and a new three-level grade separated interchange between the A1 and the A428. Subject to funding and planning approval, construction is expected to begin in 2021/22.
- Alconbury:
 - capacity and junction enhancements to the A141 around Huntingdon;
 - safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass; and
 - a new travel hub at Alconbury Weald with high-quality bus infrastructure linking this new development to Huntingdon.
- St Ives and Wyton Airfield
 - Capacity enhancements to the A1096 around St Ives and a transport interchange at Hartford, which would be the focal point of high quality bus infrastructure connecting St Ives (Busway) with Huntingdon, Alconbury Weald and potentially Wyton Airfield in the long-term.
 - Understand how the highway network north of the Great River Ouse can be more effectively connected with the wider strategic road network. A key part of this will involve examining the feasibility, viability, benefits and impacts (including environmental) of a road link, the 'Third River Crossing', connecting the A141 primary route to the north of the river and the existing A14 trunk road. An initial feasibility report is expected in March 2020.
- St Neots: Projects proposed to alleviate limited public transportation links from the town centre to the train station, residential and employment locations including a pedestrian and cycle bridge across the Great Ouse, providing a safer, traffic-free alternative to the B1428 and a northern link road from the east of St Neots to Little Paxton in the north.
- Improvements to the walking and cycling network in wider Huntingdon and St Ives

4.3 More general projects of interest which span the Combined Authority area include the Cambridgeshire Autonomous Metro: Cambridge to Cambourne and St Neots route and reinstating four tracks from

Huntingdon to Peterborough along the East Coast Main Line (found on pages 166 and 162 of the draft LTP respectively).

5. FUNDING OF TRANSPORT SCHEMES

- 5.1 Potential sources of funding both to start new transport schemes and continue with existing projects will be required. The draft LTP has identified a number of potential sources including:
- Central Government funding, for example the Housing Infrastructure Fund, and the Growth Deal;
 - Direct contributions from private companies and/or developers;
 - Mayoral Community Infrastructure Levy/ Strategic Infrastructure Tariff;
 - Business Rates Supplement and/or Increment Retention;
 - Council Tax Precept and/or Increment Retention;
 - Stamp Duty Increment Retention; and
 - Land Value Capture mechanisms.

6. SCHEME SELECTION

- 6.1 In the draft LTP the Combined Authority commits to identifying the process through which new schemes can come forward for development and investment decisions. Currently, the Combined Authority, Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership have different processes for scheme prioritisation. The feasibility of a single process will be investigated as part of the Combined Authority's budget setting and the business plan process for capital and revenue investment in schemes and policies.

7. CONSULTATION

- 7.1 A copy of the draft Local Transport Plan was distributed Council-wide via email for comment to the following recipients:

Name	Job Title
Neil Sloper	Head of Operations
Matt Chudley	Operations Manager Environmental Services
Andrew Rogan	Operations Manager Commercial Services
Chris Jablonski	Business Development Manager
George McDowell	Parking Services Manager
Helen Lack	Development Manager
Nigel McCurdy	Corporate Director (Place)
Clara Kerr	Service Manager - Growth
Jacob Jaarsma	Planning Service Manager (DM)
Susan Bedlow	Economic Development Manager
Charlotte Fox	Strategic Developments Team leader
Louise Brown	Conservation
Tamsin Miles	Arboricultural Officer
Oliver Morley	Corporate Director (People)
Jon Collen	Housing Needs and Resources Manager
Chris Stopford	Head of Community

Name	Job Title
Finlay Flett	Operational Manager (People)
Jayne Wiseley	Head of Leisure and Health
Jo Peadon	Active Lifestyles and Health Manager
Martin Grey	Sports Development Manager
Clive Mason	Head of Resources
Jackie Golby	Commercial Estates Manger

7.2 Key responses and recommendations included in the Council's consultation response to the draft Local Transport Plan include:

- The need to ensure a general cohesiveness of Combined Authority strategies, local plan ambitions and overall growth objectives to ensure that any infrastructure provided supports the agreed aspirations of the Combined Authority and district councils.
- A request for continued involvement in the development of further site, or infrastructure specific, Transport Delivery Plans especially those focussing on areas which involve or are in proximity to Huntingdonshire district council area.
- Support of district wide walking and cycling improvements as identified in figure 3.3 and on page 111 of the draft LTP especially around Huntingdon where improved infrastructure and alternatives modes of travel to vehicle use on the ring road would be very beneficial. A recommendation to include east/west multimodal infrastructure along the Cambridge-Oxford Corridor.
- A request to place greater emphasis on resolving missing links and capturing opportunities for longer distance cycle routes for commuting and recreation.
- Support for the development of local cycling and walking implementation plans and a recommendation to undertake early engagement with the council.
- Endorsement of the Combined Authority's ambition to provide faster, more reliable digital connectivity, with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate. However, there is very little information to support this objective, or the identified infrastructure projects. Faster and more reliable digital infrastructure is a key component to achieving alternative working behaviours such as home working and video conferencing which can decrease the need to travel and contribute towards reducing congestion on our roads.
- A suggestion that additional focus should also be attributed to the 'first mile' and 'last mile' of journeys to encourage commuting and sustainable travel by providing a variety of travel options in both rural and urban areas and making them more desirable to get to and from by bicycle.
- A recommendation to ensure that working towards a multi-modal shift is included within the draft LTP and that specific measures are identified to achieve this aim.
- Assurances that involvement in scheme selection involves the input of district councils across the combined authority area.

- A recommendation that emphasis should also be placed on providing an effective transport network that can spread prosperity within the Combined Authority area by making areas attractive to new business investment and enabling business relocation into the region. This would be achieved as a result of improved ease of movement across the Combined Authority area and a greater choice of transportation options.
- A recommendation that further thought is given to funding sources intended to provide infrastructure especially with regard to the effect that this may have on local developer contributions, the impact upon affordable housing and the retention and growth of local businesses.
- A request for further detail as to how the Combined Authority will work towards enhancing the natural, historic and built environment and tackle air quality.
- Agreement that improvements are needed to tackle congestion at key junctions such as the Buckden and Brampton roundabouts and a recommendation to integrate multi-modal provision within the schemes.
- Notification of the omission of Ramsey from identified infrastructure projects.
- Request for the inclusion of a railway station at Alconbury Weald enabling a north-south rail connection which could bring benefits to residents, workers and businesses within the new development and create valuable links to other economic hubs.
- Support for a north-south / east-west rail interchange with the east coast main line near St Neots.

7.3 A full version of the draft consultation response has been provided as Appendix 2.

8. KEY IMPACTS / RISKS

8.1 Potential resource implications if additional capacity is required to input into further development of the LTP.

8.2 Clarity around who will defend the LTP in any examination/appeal

9. COMMENTS OF OVERVIEW AND SCRUTINY

9.1 The Panel received a report on Cambridgeshire and Peterborough Combined Authority's Draft Local Transport Plan and the Council's consultation response at their meeting on 3rd September 2019.

9.2 Concern was expressed that the consultation response does not specifically state that the Council wouldn't support a river crossing over the nature reserve. It was explained that as no river crossings have been proposed, it was not practical for the Council to support or oppose specific routes.

9.3 Members supported the position the Council is taking in respect that growth should not come at the expense of green space or affordable housing.

9.4 Concern was raised that the prioritisation of objectives in the consultation response is artificial as all objectives are complimentary of each other.

10. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION

10.1 Subject to approval from Overview and Scrutiny Panel (Performance and Growth) the Council's final consultation response will be submitted to the Cambridgeshire and Peterborough Combined Authority by the deadline of 27 September 2019.

11. LINK TO THE CORPORATE PLAN, STRATEGIC PRIORITIES AND / OR CORPORATE OBJECTIVES

11.1 The draft Local Transport Plan assists in the delivery of a number of objectives related to the Council's work programme and key actions including:

- Supporting new and growing businesses and promoting business success
- Supporting the delivery of the Alconbury Enterprise Zone
- Supporting economic growth in market towns and rural areas
- Promoting inward investment
- Influencing the development of the Highways and Transport Infrastructure
- Strategy
- Facilitating the delivery of infrastructure to support housing growth
- Improving the quality of the environment, by including infrastructure that supports people to walk and cycle
- Facilitate and provide opportunities for positive activities that support residents' health and wellbeing needs
- Prioritising accessible, high quality, well maintained open space, walking & cycling facilities on new housing developments
- Collaborating with partners, providers and stakeholders in an enterprising fashion to enhance community resilience and build sustainable opportunities for people

12. LEGAL IMPLICATIONS

12.1 None, this is a consultation response.

13. HEALTH IMPLICATIONS

11.1 Projects identified in the draft Local Transport Plan if implemented will facilitate and provide opportunities for positive activities that support residents' health and wellbeing needs

14. OTHER IMPLICATIONS

- 14.1 The draft Local Transport Plan is accompanied by a Habitats Regulation Assessment and Community Impact Assessment which can be found on the Combined Authority [Local Transport Plan consultation webpage](#).
- 14.2 The draft LTP aims to deliver a transport network that protects and enhances our natural, historic and built environments

15. REASONS FOR THE RECOMMENDED DECISIONS

- 15.1 The draft Local Transport Plan provides opportunities to enhance and support opportunities for growth in Combined Authority Area and Huntingdonshire. The Council's response to this consultation will help to shape the final Local Transport Plan and provide a steer for future infrastructure projects across the district enabling and supporting Huntingdonshire's Local Plan to 2036 and the Council's Corporate Objectives. Recommendations provided in the Council's Consultation response will ensure that Huntingdonshire is adequately represented within the Local Transport Plan and that schemes support Huntingdonshire's Local Plan to 2036 and ambitions for growth.
- 15.2 It is recommended that Committee provide comments on this consultation and delegate authority to submit the Council's final consultation comments on this consultation to the Service Manager - Growth, in consultation with the Executive Leader and Deputy Executive Leader.

16. LIST OF APPENDICES INCLUDED

Appendix 1 - Cambridgeshire and Peterborough Combined Authority draft Local Transport Plan 2019: vision, goals, and objectives.

Appendix 2 – Huntingdonshire District Council's draft Consultation Response to the Cambridgeshire and Peterborough Combined Authority draft Local Transport Plan 2019.

BACKGROUND PAPERS

[Cambridgeshire and Peterborough Combined Authority draft Local Transport Plan 2019](#).

Cambridgeshire and Peterborough Combined Authority draft Local Transport Plan Consultation [Report to Overview and Scrutiny Panel \(Performance and Growth\)](#).

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