

MINUTES of a meeting of the HUNTINGDONSHIRE DISTRICT COUNCIL held at Pathfinder House, St. Mary's Street, Huntingdon on 26th September 2001 at 2.30 pm.

34. CAMBRIDGE – HUNTINGDON MULTI-MODAL STUDY

With the assistance of his report and a series of proposed recommendations circulated at the meeting (copies of which are appended in the Minute Book) the Portfolio Holder for Planning Strategy, Councillor N J Guyatt invited Members to consider the Council's response to the preferred Plan presented by the Cambridge to Huntingdon Multi-Modal Study (CHUMMS) for submission to the East of England Local Government Conference.

In his introduction, Councillor Guyatt referred to three key principles identified by the Cabinet which were considered to be critical components of any preferred plan, namely –

- ◆ urgent upgrading of the A14;
- ◆ preparation of a comprehensive package of measures with a single local inquiry
- ◆ the availability of sufficient finance from Central Government for both road and public transport improvements to remedy the historical infrastructure deficit.

Responding to a series of questions from Members, Councillor Guyatt acknowledged that further work was required on the practicality of the options proposed for public transport improvements particularly the guided bus and light rail schemes and that improvements to the A428 between Caxton Gibbet and the A1(T) should form part of the Council's formal response to the Local Government Conference.

After further detailed discussion on the proposed alignment of the A1 road between Alconbury and Brampton and the need to advance the timetable proposed for its implementation, it was

RESOLVED

- (a) that action should be taken as a matter of urgency to address the problem of the A14 and implement solutions to the local transport infrastructure;
- (b) that a comprehensive package of measures should be prepared with a single co-ordinated planning and public inquiry process, as opposed to a piecemeal approach to individual transport improvements;
- (c) that given the lack of investment in the transportation infrastructure locally, the Government should commit sufficient funding to implement a comprehensive programme of measures without delay;
- (d) that the Council reiterate their support for an amended southern strategy that links with the A428 road;

- (e) that in the event of the CHUMMS preferred plan being adopted, the Council support the plan in the interests of expedience only if:-
 - (i) the funding of the scheme is accepted by the Government in its totality (both in terms of the public transport and road improvements elements);
 - (ii) the need to make appropriate provision for local traffic is recognised;
 - (iii) the requirement for further work on the practicability of implementing a guided bus scheme in terms of the District Council's longer term vision for public transport in and around Huntingdonshire similarly is recognised;
 - (iv) there is a satisfactory outcome of an examination of the implications of the proposed alignment of the A1 upon local communities;
 - (v) an examination of potential traffic congestion on and adjacent to the A14 at the Brampton/Spittals interchange is undertaken;
 - (vi) the requirement for bus priority measures at the Caxton Gibbet roundabout is recognised;
 - (vii) the need to address satisfactorily those issues raised in Sections 4.5 (implementation issues), 4.6 (road improvement issues), 4.7 (guided bus route), 4.8 (rail), and 4.9 (other public transport) as set out in the Appendix to the report now submitted is acknowledged; and
- (f) that improvements to the A428 between Caxton Gibbet and the A1(T) should be classified as essential.