

HUNTINGDONSHIRE DISTRICT COUNCIL

Title/Subject Matter:	DRAFT HUNTINGDON & GODMANCHESTER MARKET TOWN TRANSPORT STRATEGY
Meeting/Date:	O&S Environmental Well-Being – 15 th July 2014 CABINET – 17 th July 2014
Executive Portfolio:	Strategic Planning & Housing
Report by:	Head of Development
Ward(s) affected:	Huntingdon, Godmanchester, Alconbury & The Stukeleys, Brampton

Executive Summary:

This report outlines the work undertaken in developing a new Market Town Transport strategy for Huntingdon & Godmanchester (MTTS).

The work sets out a transport vision for Huntingdon & Godmanchester and contains an action plan of measures up to 2016 and will replace the existing strategy that was first approved in 2003.

The strategy area covers all Huntingdon wards and Godmanchester as well as the parishes at Alconbury & The Stukeleys and Brampton.

The work presented has been developed under the guidance of a Member Steering Group with nominated representatives from the County and District Council's as well as representatives from both Town and Parish Council's.

This strategy is a sub-strategy of the Cambridgeshire Local Transport Plan (LTP3) and has been developed under the auspices of that work and the emerging Long-Term Transport strategy (LTTS), both of which are covered under a separate report being considered at the same time.

Recommendation(s):

Recommended that;

- i) Cabinet agrees and notes progress with the publication of the Draft Huntingdon & Godmanchester MTTS and confirms its support to the County Council and;
- ii) Grants delegated authority to the Executive Councillor for Strategic Planning and Housing and the Head of Development to agree any minor changes to the draft strategy following public consultation and prior to any final formal adoption.

This page is intentionally left blank

1. WHAT IS THIS REPORT ABOUT/PURPOSE?

- 1.1 The purpose of this report is to present a draft Transport Strategy for Huntingdon & Godmanchester, which sets out a vision for transport in both towns and an action plan of measures up to 2026
- 1.2 This is a sub-strategy of LTP3 and has been developed with that and the emerging LTTS and has been the subject to public consultation until 11th July 2014.
- 1.3 The work has been developed under the guidance of a Member Steering Group with nominated representatives from the County and District Council's as well as representatives from both Town and Parish Council's.
- 1.4 The District Council is a partner to this process and is required to respond to the current consultation.

2. WHY IS THIS REPORT NECESSARY/BACKGROUND

- 2.1 The first MTTS for Huntingdon & Godmanchester 2003 -2014 was approved in 2003 with the same broad aims and objectives of the revised version now being considered.
- 2.2 It is now necessary to update this strategy to reflect the work already undertaken as part of the current MTTS and the challenges now faced for the area as part of the emerging A14 proposals, proposed development and emerging growth proposals within the Huntingdon area as well as the emerging LTTS proposals.
- 2.3 The existing strategy has delivered a number of key objectives including;
 - The opening of the new West of Town Centre Link Road (Edison Bell Way)
 - Bus/Rail Interchange at Huntingdon Rail Station
 - Contraflow bus lane on Huntingdon ring-road
 - Road safety improvements at a number of key nodes
 - Delivery of an expanded cycling and walking network
 - Addressing the imbalance of long and short-stay car parking within Huntingdon town centre and managing long-stay parking demand

3. OPTIONS CONSIDERED/ANALYSIS

- 3.1 A vital element of the proposed MTTS has been to develop this in tandem with the emerging proposals of both the Huntingdonshire Local Plan and the LTTS. Both outline a considerable level of growth within this area and while this offers significant opportunities for the local economy, it simultaneously poses challenges relating to the current levels of infrastructure.
- 3.2 The MTTS outlines that Huntingdon and its environs will be a key location for growth and presents the challenges faced within its vision. Based on these challenges, a number of key objectives have emerged to give direction to these and are listed as follows;
 - Support strategic sustainable development in and around Huntingdon
 - Keep Huntingdon moving
 - Ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.

- Ensure good transport links between new and existing communities, and the jobs and services people wish to access.
- To enhance the transport linkages within Huntingdon
- Make travel safer
- Protect the historic and natural environment.

3.3 The strategy then goes on to present a number of Action Plans based on a series of key themes;

- Schemes arising from development
- Cycling & Walking including 6 key routes to facilitate improved accessibility
- Public Transport schemes (Short, medium and long-term)
- Wider road network, traffic and congestion issues (Short, medium and long-term)

3.4 In relation to the road network, traffic and congestion, the MTTS contains an important cross-reference to the emerging LTTS, particularly relating to a number of key proposals linked to the MTTS, which as well as the new A14, also include;

- High quality bus network linking St. Ives, Huntingdon, development at Alconbury Weald, potential development at RAF Wyton and onward linkage via the Guided Busway in the east and Peterborough to the north
- A141 junction improvements (also a 2003 MTTS issue)
- Safeguarding of new A141 alignment
- Hartford to Godmanchester link road

3.5 The strategy also provides the basis for funding opportunities including from LTP3, partner contributions, developer, S106 and CIL opportunities as well as those from the Local Growth Fund.

4. COMMENTS OF OVERVIEW & SCRUTINY PANEL

4.1 To be reported verbally.

5. KEY IMPACTS/RISKS? HOW WILL THEY BE ADDRESSED?

5.1 The Council is a key partner in the development and delivery of the MTTS and it is vital that we remain such to ensure that the right solutions emerge for strategy area, whilst protecting and mitigating any impacts that arise.

6. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION

6.1 The Council will remain a key partner in the delivery of the MTTS. This strategy will be formally considered by the County Council in due course and if approved, a delivery programme will be developed within three timeframes;

- Short-term (2014 - 2017)
- Medium-term (2018 – 2021)
- Long-term (2021 2026)

7. LINK TO THE CORPORATE PLAN

7.1 Our Corporate Plan contains 4 Strategic Themes;

- A Strong Local Economy
- Enable Sustainable Growth
- Working with our Communities
- A Customer Focused and Service Led Council

7.2 The first three themes outlined above are key drivers of LTP3 and the emerging LTTS, to which this MTTTS is linked and by adopting the priorities of the fourth in our work on the delivery of the MTTTS, it will ensure that it fully aligns with the HDC Corporate Plan 2014-2016.

7.3 The MTTTS is a key element of the evidence base for the emerging Local Plan to 2036 and is a demonstration of an ongoing partnership between HDC and CCC to deliver co-ordinated growth.

8. CONSULTATION

8.1 Working with partners, the County Council has been undertaking public consultation on the MTTTS, in tandem with LTP3 and the emerging LTTS. Once this is complete, the County Council will consider the findings, including the recommendations of this Council, and formal approval of the MTTTS.

9. LEGAL IMPLICATIONS

(Comments from the Head of Legal & Democratic Services)

9.1 There are no direct legal implications for the Council.

10. RESOURCE IMPLICATIONS

(Comments from the Assistant Director, Finance & Resources)

10.1 At the present time, no direct implications have been identified although it is expected that the Council will be a partner to emerging funding initiatives, particularly working with partners on Local Growth Fund applications via the Local Enterprise Partnership (LEP's). This will be monitored closely, including work that is undertaken in terms of bidding processes to Central Government and the eventual delivery and timescales of planned schemes as outlined within the strategy.

11. OTHER IMPLICATIONS

(Equalities, environment, ICT, etc)

11.1 As part of this work, the County Council is required to refresh the Strategic Environmental Assessment (SEA), Habitats Regulations Assessments (HRA) and Community Impact Assessment (CIA) in order to ensure that both LTP3 and the LTTS fully comply with current guidance, which will itself inform the work of the MTTTS.

12 REASONS FOR THE RECOMMENDED DECISIONS

(Summary leading to the Recommendations)

12.1 It is Recommended that;

- i) Cabinet agrees and notes progress with the publication of the Draft Huntingdon & Godmanchester MTTTS and confirms its support to the County Council and;

- ii) Grants delegated authority to the Executive Councillor for Strategic Planning and Housing and the Head of Development to agree any minor changes to the draft strategy following public consultation and prior to any final formal adoption.

13. LIST OF APPENDICES INCLUDED

Appendix A – DRAFT Huntingdon & Godmanchester Market Town Transport Strategy

BACKGROUND PAPERS

Huntingdon & Godmanchester Market Town Transport strategy 2003-2014
Cambridgeshire Local Transport Plan 3
Cambridgeshire Long Term Transport Strategy
Draft Huntingdonshire Local Plan to 2036 Stage 3

CONTACT OFFICER

Stuart Bell – Transport Team Leader
01480 388387