

Huntingdon and Godmanchester Market Town Transport Strategy

Contents

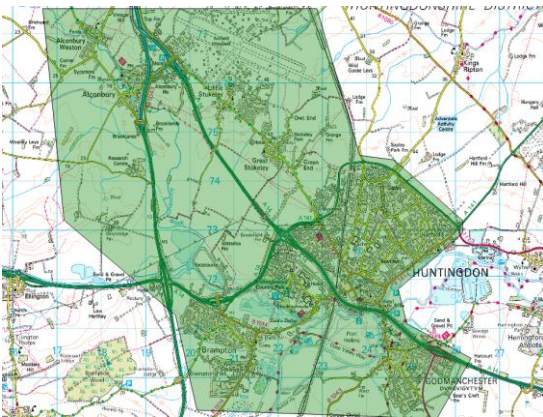
1. Introduction
2. Area and Scope of the Strategy
3. The Vision for Huntingdon and Godmanchester
4. Objectives of the Strategy
5. Transport Issues and Solutions
6. Funding
7. Monitoring

1. Introduction

- 1.1 This Market Town Transport Strategy sets out a transport vision for Huntingdon and Godmanchester and contains an action plan of measures up to 2026. It was developed under the guidance of elected Members from Cambridgeshire County Council, Huntingdonshire District Council, Huntingdon and Godmanchester Town Councils, and Brampton and The Stukeleys Parish Councils and public consultation.

2. Area and Challenges

- 2.1 The strategy area is shown in the figure below. While the action plan focuses on measures in the towns of Huntingdon and Godmanchester and their hinterland, the strategy also considers strategic issues in the wider area, such as travel to work patterns and links with the A14, and proposals for the neighbouring RAF Wyton area.



- 2.2 The strategy area covers the wards of Huntingdon North, Huntingdon East, Huntingdon West, Godmanchester and Alconbury and the Stukeleys, as well as Brampton village.

- 2.3 The strategy acknowledges some of the challenges particular to Huntingdon. These include but are not limited to:
- A growing dependency on the area for successful delivery of the Highways Agency's A14 Scheme to relieve existing network pressures, and cater for forthcoming development
 - A significant increase in vehicles using Huntingdon's road network due to large forthcoming developments, particularly at Alconbury Weald and Wyton-on-the-Hill.
 - The built form of Huntingdon town centre, and the gyratory ring road as a barrier to accessing key services, especially for pedestrians and cyclists.
 - How satellite villages around Huntingdon have limited or no public transport service
 - The river, the East Coast Main Line and various major roads (the A14, A141) serving as barriers between residential areas and services people wish to access.

- 2.4 *Throughout this strategy, the designation 'Huntingdon' will cover all of these wards while the designation 'Huntingdon Town' will cover the wards of Huntingdon North, Huntingdon East and Huntingdon West only (i.e with the intentional exclusion of Brampton, Godmanchester, Alconbury and the Stukeleys).*

3. The Vision for Huntingdon and Godmanchester

- 3.1 In the future, Huntingdon will be a key location for growth. Attracted to the 'crossroads of the East of England', new communities will flourish, and bring about new benefits to existing ones. Strategic development will be supported, with an emphasis on maintaining a good quality of life for all residents. Given that development will pose a significant challenge for Huntingdon's existing transport infrastructure, it will be important to maximise the value of existing capacity, add capacity, and promote sustainable modes of travel to gain maximum value out of the networks.
- 3.2 There will be improved access to services and facilities from both existing communities and new developments. Residents will be able to access education, employment, healthcare and leisure facilities across Huntingdon. Accessibility to Huntingdon Town will be improved from its surrounding areas. With an ageing population in Huntingdonshire district, it will be important for the local transport systems to be accessible and usable by all.
- 3.3 With enhanced sustainable transport improvements in place, in keeping with the unique identities of both towns, Huntingdon will be increasingly attractive for businesses to invest in and will allow the towns to thrive.

Objectives of the Strategy

The strategy's objectives are informed by Cambridgeshire County Council's Local Transport Plan (LTP3), as well as:

- *The previous MTTTS for Huntingdon and Godmanchester (2002-2014)*
- *The Long Term Transport Strategy for Cambridgeshire*
- *Huntingdonshire Local Plan*
- *Cambridgeshire Health and Well-being Strategy*

MTTS objectives

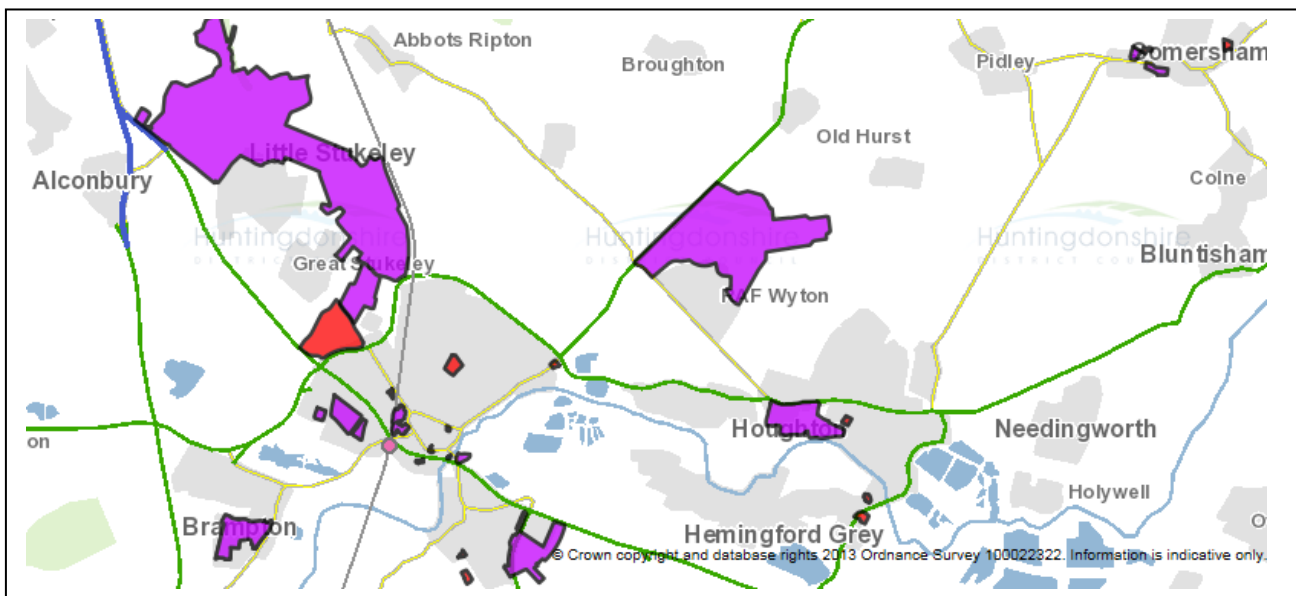
- Support strategic sustainable development in and around Huntingdon
- Keep Huntingdon moving
- Ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.
- Ensure good transport links between new and existing communities, and the jobs and services people wish to access.
- To enhance the transport linkages within Huntingdon
- Make travel safer
- Protect the historic and natural environment.

4. HDC Local Plan and Long Term Transport Strategy

4.1 Huntingdonshire District Council are presently in consultation about their Local Plan. The HDC Local Plan serves to guide sustainable development in Huntingdonshire up to 2036 by discussing sites allocated for development and envisaging the nature of development. This growth offers significant opportunities for the local economy, while simultaneously posing challenges to the area’s present infrastructure.

4.2 While development is spread across the wider Huntingdon area; major sites are the Alconbury Weald Enterprise Zone, with 5000 dwellings envisaged, and the RAF Wyton site, with at least 3750 dwellings planned by 2036.

Allocations presently being considered are shown in the graphic below.



Mixed Use – Purple
Housing - Red

4.3 The County Council is presently consulting on its Long Term Transport Strategy, which is a high-level countywide strategy document outlining the transport infrastructure required to support economic and housing growth up to 2050. The strategy outlines a series of proposed interventions for the wider Huntingdon and St Ives area.

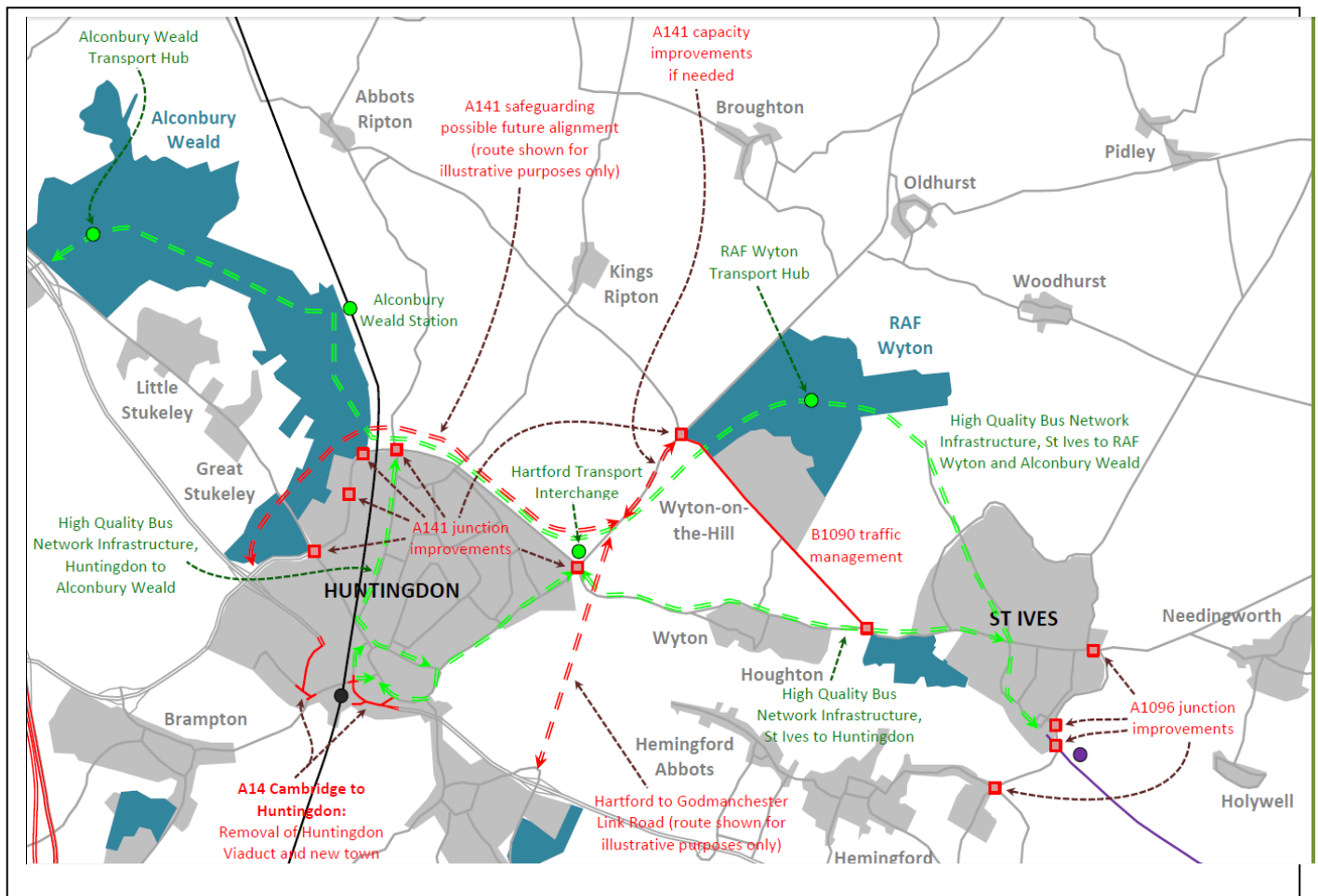
More information on the Huntingdonshire District Council Local Plan to 2036 can be accessed online at:
<http://www.huntingdonshire.gov.uk/Planning/Planning%20Policy/Pages/LocalPlan2036.aspx>

4.4 The proposed key interventions in the LTTS are:

- The delivery of successful infrastructure necessary for a high quality public transport corridor between Alconbury-Huntingdon-Wyton-St Ives including a transport interchange (e.g park and ride) at Hartford Roundabout
- Safeguarding land north of the A14 to anticipate a new Northern Bypass
- A new link road between Hartford roundabout and the A14/Godmanchester junction

4.5 The strategy of the LTTS is to cater for additional trips through improved public transport, while increasing capacity in the road network in the long term, by means of the schemes shown below. This MTTTS will concern itself with schemes which support these overarching interventions, and complement the strategic vision of the LTTS.

4.6 By proposing these interventions, the LTTS seeks to establish a way of supporting and facilitating economic growth. The significant investment in major road infrastructure around Huntingdon will seek to improve conditions on the highway network while investment in a high quality public transport corridor will give new residents a genuine alternative to the private car for their daily commute.



All major planning applications will be expected to carry out a full Transport Assessment highlighting the specific impact of their development on the local transport networks, along with any necessary measures to mitigate their impact including a travel plan to encourage the use of sustainable transport modes. The following table concerns some of these necessary measures.

Scheme	Indicative Cost
<u>Initial schemes concerning development</u>	
<p>Ensure quality pedestrian and cyclist links into Huntingdon emerge as part of the proposed Wyton Airfield development. This will involve working closely with local landowners to scope out where a route might be possible.</p>	Dependent on development
<p>Ensure quality pedestrian and cyclist links emerge as part of the RAF Brampton development. These should link to the west towards the A1 and to the east towards Ouse Valley Way. Delivery of improved walking and cycling measures on Church Laner/Buckden Road corridor to connecting with existing provision on either side (to be managed by RAF Brampton)</p>	
<p>Ensure quality pedestrian and cyclist links emerge as part of the Alconbury Weald development. These should connect to Alconbury village (with safe passage across the A14), North Huntingdon and the existing built up area (with safe pedestrian and cycling links across the A141). Links should also be sought to Great Fen.</p>	
<p>Deliver quality pedestrian and cyclist links as part of the Bearscroft Farm development including safe passage across the A1198..</p>	
<p>Ensure quality pedestrian and cyclist links emerge as part of the proposed Ermine St/Northbridge development. These should offer safe passage across the A141.</p>	
<p>Provision of a new, regular bus service, to serve all of the following: Stukeley Meadows; Huntingdon town centre; Huntingdon railway station; Hinchingsbrooke (including the hospital, residential area and business park) and proposed Ermine St/Northbridge development. Such a service would need to be promoted and funded by the Ermine St/Northbridge development should this proposal come forward.</p>	
<p>Provision of higher frequency bus services between Godmanchester and Huntingdon town centre, together with wider roll-out of real time passenger information, to accompany the Bearscroft Farm development. Local traffic management measures on the Post Street corridor should these be triggered, through ongoing monitoring of traffic flows, by the Bearscroft Farm development.</p>	

5. Challenges and Opportunities

Background

- 5.1 Huntingdon lies on the A14, approximately equidistant between Cambridge to the south-east, and Peterborough to the north. The A1 runs in close proximity to the west of Huntingdon and Huntingdon railway station is situated on the East Coast Mainline. According to Census data, the populations of Huntingdon and Godmanchester were approximately 23,732 and 6,711 respectively in 2011. In addition, the wards of Alconbury and the Stukeleys, and Brampton contribute a further 10,997 to the population from the immediate surrounding area

- 5.2 While the strong road links which serve Huntingdon ensure that there will continue to be a strong uptake for private car usage, this strategy will seek to effect a modal shift towards more sustainable forms of transport, with a particular focus on the daily commute.

Method of travel to work

- 5.3 The most popular method of travel to work is private car, followed by walking. The percentage of residents who opt to walk to work is significantly greater in the Huntingdon wards than the more rural wards, in which there is a greater take up for driving and working from home. Method of Travel to work figures for Huntingdon, as shown in the 2011 Census, are given below.

Red – Below average for Huntingdonshire
Green – Above average for Huntingdonshire

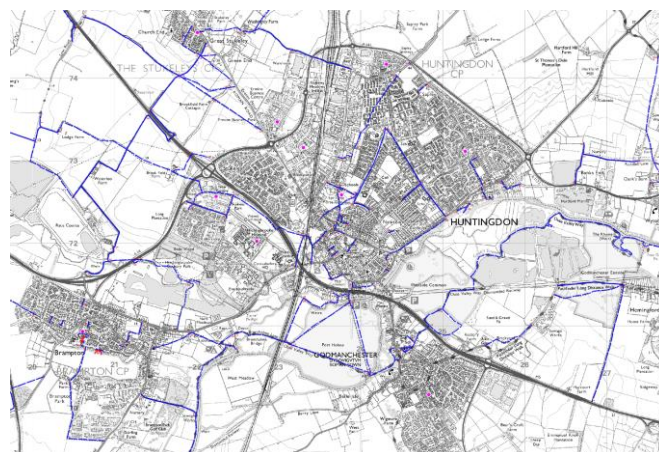
	Work Mainly at or From Home	Train	Bus, Minibus or Coach	Passenger in a Car or Van	On Bike	On Foot	Driving a Car or Van	Other
Huntingdon East	3.96% (191)	4.36% (210)	2.59% (125)	5.62% (271)	6.08% (293)	14.32% (690)	61.01% (2940)	2.05% (99)
Huntingdon North	1.60% (52)	2.19% (71)	4.01% (130)	8.02% (260)	6.26% (203)	23.97% (777)	51.68% (1675)	2.25% (73)
Huntingdon West	3.54% (153)	7.37% (318)	1.95% (84)	4.38% (189)	5.47% (236)	18.79% (811)	57.16% (2467)	1.34% (58)
Brampton	6.39% (223)	3.92% (137)	1.75% (61)	3.47% (121)	4.70% (164)	13.86% (484)	63.83% (2229)	2.09% (73)
Godmanchester	5.92% (214)	5.62% (203)	1.80% (65)	5.31% (192)	5.73% (207)	8.02% (290)	65.94% (2383)	1.66% (60)
Alconbury and The Stukeleys	8.17% (157)	3.43% (66)	1.30% (25)	5.52% (106)	1.66% (32)	4.79% (92)	73.41% (1411)	1.72% (33)
Huntingdonshire	6.12%	3.73%	2.50%	5.05%	3.63%	9.30%	68.12%	1.56%

- 5.4 Uptake for commuting via bus is relatively low across all the wards. The majority of wards have a higher rate for commuting via rail than the district average. With the exception of Alconbury and the Stukeleys all wards have a higher cycling rate than the district average.

Walking and Cycling

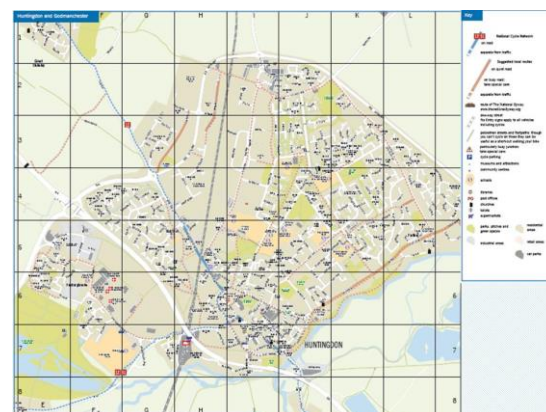
- 5.5 The pedestrian and cycle networks in the strategy area are shown on the maps below. Huntingdon is served by the Ouse Valley Way, which links to St Neots and St Ives via Brampton and Godmanchester. National Cycle Network (NCN) route 51 provides a connection from the south via St Neots, Grafham Water and Brampton and to the east to St Ives and onwards to Cambridge. NCN route 12 provides a link to Peterborough to the north. The pedestrian and cycle network in Huntingdon and Godmanchester has been significantly improved since the first MTTs was approved in 2003, including investment in new cycle routes and enhanced safety measures.

- 5.6 Overall, cycling and walking rates are higher than the average for both Huntingdonshire and the East of England, although these figures have fallen since 2001 according to Census data.



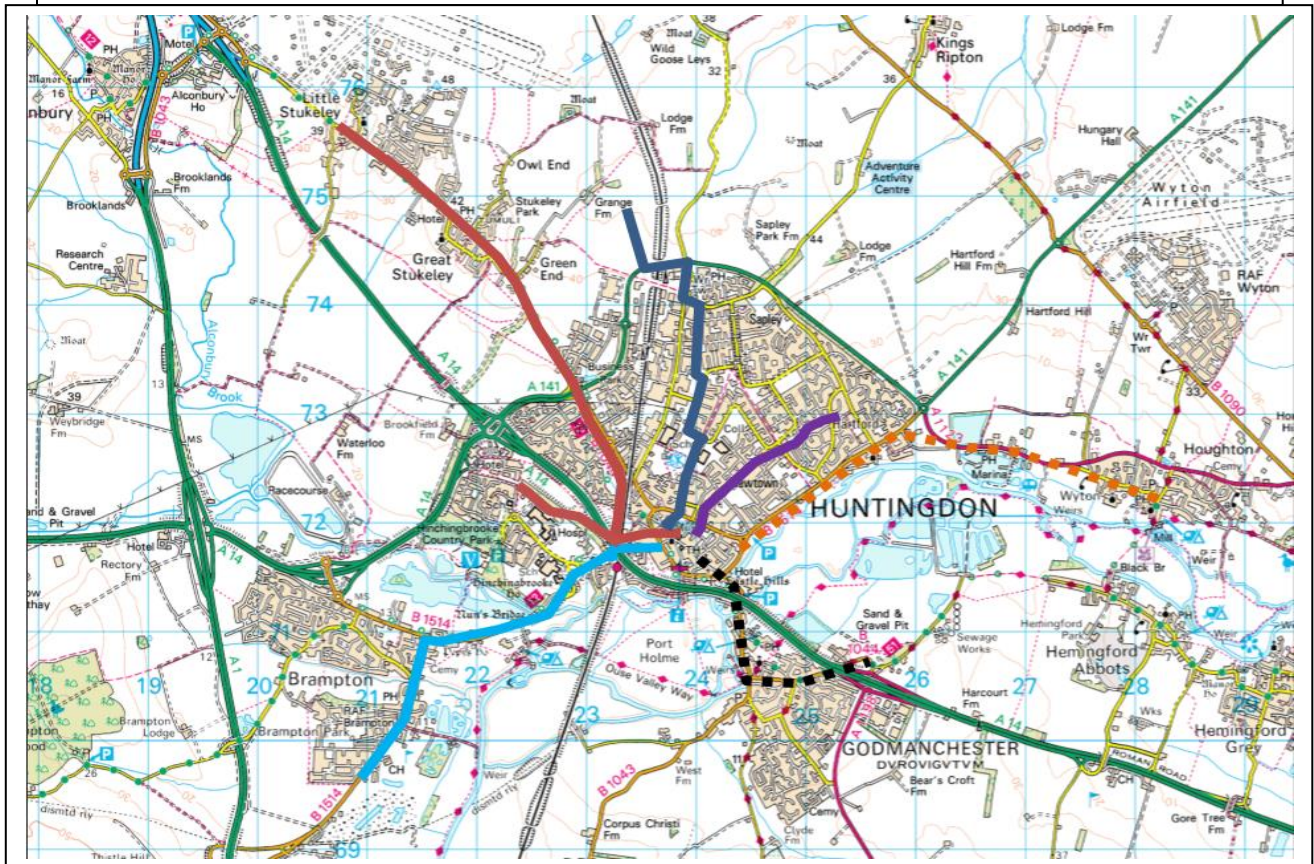
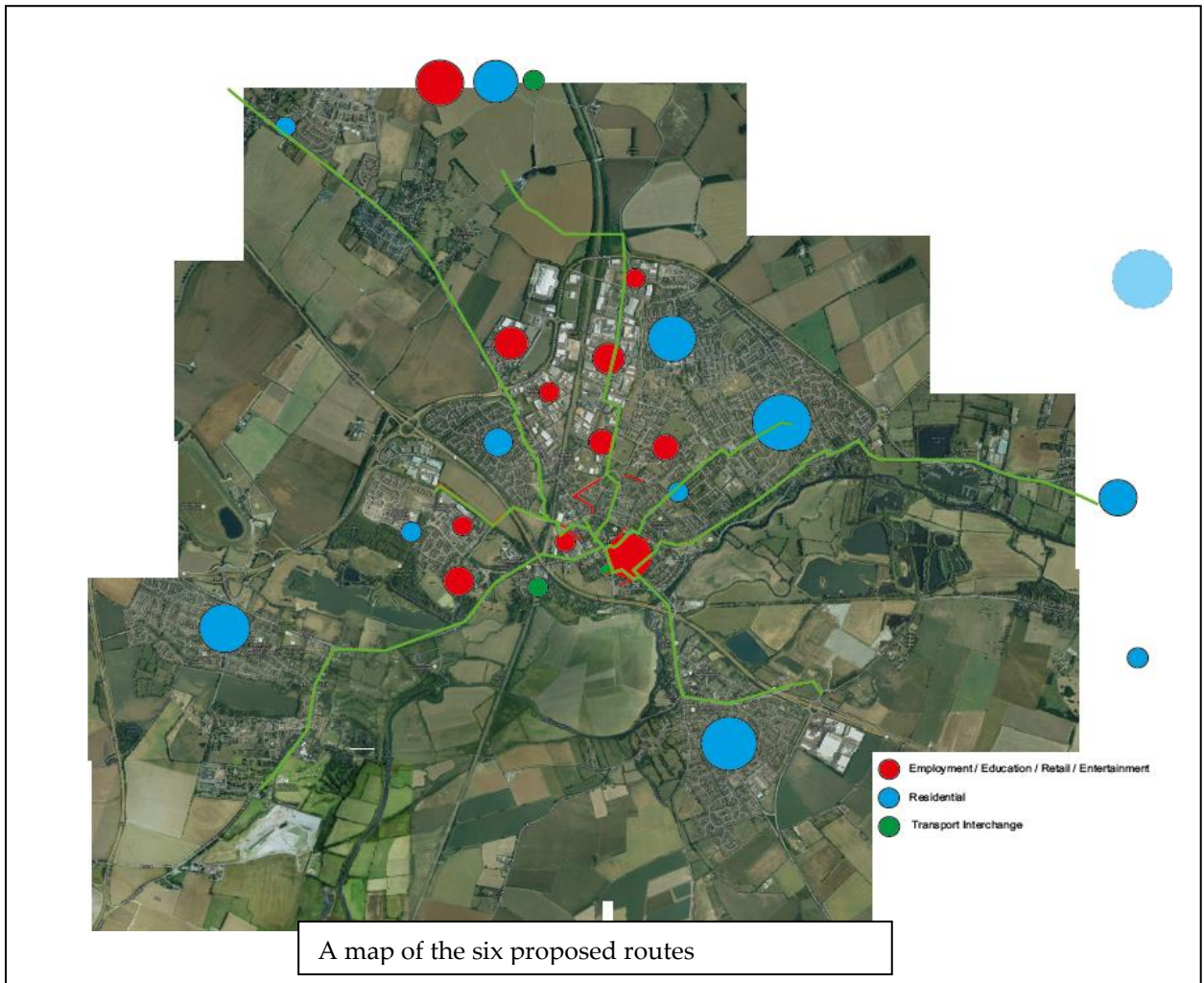
A full sized version of this map is included in Appendix A

- 5.7 Another significant issue is the role of the High Street as a key strategic link, offering connections for pedestrians and cyclists to both Godmanchester, Brampton and wards in the north of Huntingdon, including The Stukeleys. It offers secure passage through the town centre without having to negotiate the ring road. It is also part of Route #12 as designated by the National Cycle Network.



A full sized version of this map is included in Appendix A

- 5.8 Presently there are limitations on cycling in the High Street and this has been a significant area of local concern. Cycling is only permitted in the northbound direction from midnight-10am and 4pm-midnight, and is not permitted in the southbound direction. The High Street is often used by schoolchildren cycling from Godmanchester to Hinchingsbrooke School and from St Peter's School, as well as many other cyclists. Of the main approaches into Huntingdon, the B104 from Godmanchester accounts for 59% of cycling flows, and Brampton Road accounts for 28%, reflecting the desire to cycle to and from Godmanchester and Brampton.
- 5.9 A key strategic issue is the way in which the town's main roads inhibit access for cyclists and pedestrians; in particular the A14, the A141 and the ring road. Furthermore certain developments which do have high quality linkages to services are let down by poor signage. Stukeley Meadows is served by a footpath which connects to the town centre and Hinchingsbrooke Hospital. However the footpath, situated at the bottom of the development, is not well signposted and although valued locally, could be improved and generate far higher levels of usage. Most of the town's residential developments are situated to the north of the historic centre, while certain key amenities, such as Hinchingsbrooke Hospital, the railway station and the bus station are located to the south and west of the centre. Consequently routes within the ring road are used as through routes, as alternatives are off-putting. As part of the aspiration to sort out misleading signage in the town centre and raise awareness of permitted cycle routes there may be an opportunity to review the nature of the restrictions on cycling. Reviewing permissions in the High Street may encourage higher levels of cycling within the town, including the number people who cycle to work. To achieve this modal shift, facilities for cyclists at key employment sites would have to be provided
- 5.10 In light of the strategic issues mentioned above, this strategy recognises the need for a series of strong radial routes which connect the town centre with outlying wards.
- 5.11 Infrastructure developments will be targeted at 'missing links', under-served desire-lines and safety improvements. The next phase of work will identify and prioritise the schemes which feature in the action plan to meet the overarching objectives of the strategy. The nature of these schemes will have to respond to existing and forthcoming transport needs.
- 5.12 Greater levels of high quality cycle parking provision will be sought at key destinations including, among others, within both Huntingdon and Godmanchester centres, the railway station, at Hinchingsbrooke, and at other key hubs identified below."



Route	Location	Work required	Cost
1A	The Stukeleys – Stukeley Meadows	Provision of a high quality cycle facilities flanking the B1044 which would connect the proposed Ermine Street/Northbridge development, and others development proposals in the area, with Alconbury Weald frontage via the Stukeleys. Delivery of a crossing of the A141 from proposed Northbridge to Stukeley Meadows.	£480k
1B	Stukeley Meadows – Town Centre	Improvements of existing cycle/pedestrian infrastructure to make it suitable for all users. This includes: <ul style="list-style-type: none"> - Toucan crossing on Wertheim Way to serve local schoolchildren - Short term crossing of Stukeley Road to improve access to Stukeley Meadows Industrial Estate - Widening, surfacing and lighting improvements to current route where appropriate. - Improved link to Hinchingsbrooke Hospital - Surfacing improvements along Ferrars Road and removal of unnecessary street furniture at ring road crossing - Existing permissions to be changed on High St between Market Square and the ring road to accommodate two-way cycling 	£200k
2	Alconbury Weald – Town Centre	Provision of additional infrastructure to current facilities to provide a direct route from the Enterprise Zone to the town centre. This includes: <ul style="list-style-type: none"> - Crossing of the A141 (to be resolved by Alconbury Weald) - Negotiating the Huntingdon Rd/St Peter's Rd/Kings Ripton Rd roundabout - Delivering new improved infrastructure off Sallowbush Road - Continuing cycling facilities for Ambury Road between Ambury Hill and the ring road - Improved surfacing and widening on existing paths between Ambury Road and St Peter's School, as well as Ambury Road and Ermine Street. - Northbound contra flow lane for Ambury Road between ringroad and Ashton Gardens. - Northbound cycling permitted on Ambury Road South 	£400k
3	Oxmoor – Town Centre	Amendments to existing route to encourage greater usage: <ul style="list-style-type: none"> - Improved surfacing on Priory Road (with potential for different patterns to highlight to motorists the potential for cyclists to use it as an everyday route) - Northbound contra flow lane on Priory Lane 	£60k
4	Wyton - Hartford – Town Centre	Provision of a new segregated cycle lane to accompany the A1123 between Old Houghton Road and Wyton. This would allow cyclists to ride safely from the Thicket Path to Hartford. This scheme will involve working closely with the Environment Agency to ensure that a route can be built without compromising local flood defences. This route should connect to cycling infrastructure provided by the development at Wyton Airfield Investigate feasibility for enhanced facilities to make Hartford Road a safer environment for cyclists to use, such as public realm improvements, traffic management schemes and surfacing improvements; this should be considered as development around Huntingdon (and especially at Wyton-on-the-Hill) comes forward.	£350k
5	Godmanchester – Town Centre	Traffic calming measures for Post Street and Causeway. Along with surfacing and lighting improvements to NCN51 and Cambridge Road. <ul style="list-style-type: none"> - Promotion of an alternate route to cycling in the High Street, via St Mary's Street, Malthouse Close and Princes Street, complemented by correct and clear signage to enforce existing pedestrianisation OR - Consideration of improving the shared footway from Town Bridge to Mill Common via the ring road. Investigate feasibility for public realm improvements to encourage additional usage of Post Street by pedestrians and cyclists. This may include in the long term, discussions over closure of Godmanchester Town Bridge if deemed appropriate by Godmanchester residents.	£100k £35k
6	Brampton – Town Centre	Amendments to existing route to encourage greater usage. Investigate reviewing permissions for cycling in both directions on George Street Improvement of Brampton Road/Hinchingsbrooke Park Road junction for cyclists and pedestrians (to be managed by Highways Agency). Consideration of removal of cycling order on south side of Thrapston Road. Delivery of cycling infrastructure in Church Road and Buckden Road to connecting with existing provision on either side (to be managed by RAF Brampton)	£70k

Walking improvements	Indicative Costs
Improvements to existing footways on key routes, such as from car parks, to provide increased width where applicable and better surfacing quality and improved lighting if required. Selection of routes to be informed by results of an LSTF pedestrian audit commissioned by CCC.	£100,000
Review of existing street lights to asses potential for additional street lights on well used routes which could benefit from improved lighting; this would be done with a view to enhancing personal safety and security for pedestrians. Selection of routes to be informed by results of an LSTF pedestrian audit commissioned by CCC, and consultation with local parish councils.	£100,000

Public Transport

Buses

- 5.13 Huntingdon bus station is located in the west of the town centre, just within the one-way ring road. A contra-flow bus lane, built as part of the first MTTs, allows buses travelling from the rail station to access the bus station in an easier manner than if they were required to circumnavigate most of the length of the ring road.



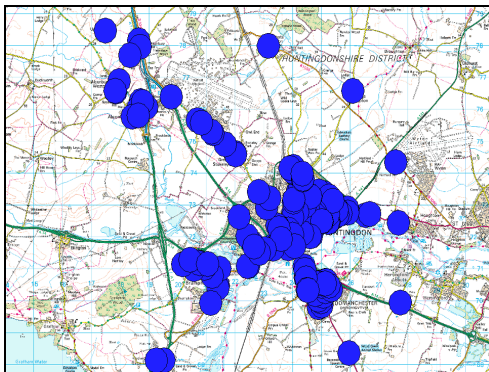
Service	To	Peak Hour Frequency	Evening Frequency	Sunday Frequency
Busway B	Peterborough	Hourly	Hourly	N/A
Busway B	St Ives and Cambridge	4 buses/hour	Hourly	3 buses/hour
7	Godmanchester	3 buses/hour	N/A	N/A
30/35	Warboys (via Sapley and Hartford)	Hourly	N./A	N/A
66	Brampton and St Neots	Hourly	N/A	N/A

- 5.14 The most frequent bus service in Huntingdon, is the Busway B service, which serves residential areas in the north-east of the town, the town centre, the rail station and Hinchingbrooke Hospital. The service provides a connection to St Ives and Cambridge, as well as a service to Peterborough. Huntingdon is served by a number of other bus services:

- 5.15 One challenge is to improve provision for public transport to/from key employment sites. For commuters travelling to/from other towns in the area, the hope is that this challenge will be met by future busway services. There is a desire for a new busway service to serve commuters in St Ives and Peterborough, calling at RAF Wyton (if approved), Huntingdon,

Alconbury Weald and Sawtry, then onto Stilton and Peterborough. It is vital that such public transport links are in place for the Enterprise Zone and the wider Alconbury Weald development to ensure efficient connections with Huntingdon town centre, which will act as its service Hub. These longer distance services also need to be complemented by a regular service which connects employment sites with local wards and parishes in the Huntingdon and Godmanchester area.

- 5.16 The figure below illustrates areas of Huntingdon and immediate hinterland situated within 400m of a bus stop:



A larger version of this map is included in Appendix B

- 5.17 The map illustrates how most of Huntingdon, Godmanchester, Brampton and the Stukeleys are served by at least one bus/hour during the peak periods. With the exception of certain Busway B services, these services terminate at Huntingdon town centre, and therefore direct services from surrounding settlements (such as from Godmanchester-Cambridge or Brampton-Peterborough) do not operate at the moment; residents need

to change in Huntingdon.

Areas which do not have access to a bus service include Hinchbrooke and Stukeley Meadows, although planned development is seeking to address those deficiencies.

Community Transport

- 5.18 For those people who cannot use conventional public transport, or have limited or no access to a car or bicycle, community transport opportunities are available. Huntingdonshire Association for Community Transport (HACT) is the predominant local operator, with services including a “ring-&-ride” into Huntingdon (and other market towns in Huntingdonshire and to Peterborough), as well as to other destinations, places of interest and excursions. HACT also offers a minibus hire service for community groups and not-for-profit organisations.

- 5.19 A number of volunteer car schemes are also available in the local area, covering Huntingdon, Godmanchester, Brampton, The Stukeleys and Alconbury, Buckden and The Riptons. These offer transport for social and medical reasons, such as shopping, visiting friends or medical appointments¹ A shopmobility scheme is also available

¹ ‘Community Transport in Huntingdonshire’, pg.6, accessed at <http://www.cambridgeshire.gov.uk/NR/rdonlyres/8CBBC7DD-14EE-4113-A713-1E61C5AE11E5/0/ParishAZCTinHunts2.pdf>

- 5.20 In addition, the Cambridgeshire Future Transport initiative will invest £1.5m in alternative and more community-led solutions to providing transport to meet local needs in Cambridgeshire.
- 5.21 There is a perception amongst Huntingdon’s residents that existing provision is inadequate. The results of the data gathering survey confirm this, with only 33% of respondents willing to agree that bus services met their needs. When asked to comment specifically on the Guided Busway, the vast majority of respondents felt that the existing service between Huntingdon and St Ives is too slow, and would welcome a more direct service, such as via an old A14 route. Furthermore 51% of respondents stated that they would be more likely to use the Busway if it served Godmanchester. With respect to specific locations, the provision of a Busway stop for Houghton & Wyton on the A1123 was the most common response. While Huntingdon’s bus station is suitably located in the town centre, much could be done to improve existing facilities.

Rail

- 5.22 Huntingdon railway station is situated to the west of Huntingdon town centre, and is located on the East Coast Mainline. The station is currently served by First Capital Connect, with journeys to Peterborough or London Kings Cross approximately every half hour Monday-Saturday and every hour on Sundays. There is a more frequent service to London Kings Cross during the weekday morning peak. Services to Kings Cross also call

at St Neots.

- 5.23 Use of the station has steadily increased over recent years, with 1,267,164 entries and exits by rail passengers in 2002/2003 rising to 1,673,204 in 2011/2012². A public transport interchange was delivered as part of the previous MTTs to increase usage of the station. There is a significant demand placed on existing parking spaces.
- 5.24 The Great Northern route to Peterborough will be part of the new Thameslink timetable that will come into effect serving Huntingdon in 2018/19. This will deliver extra seating and new rolling stock serving additional destinations within London and through the capital to numerous destinations in the south of England. This strategy will seek to support improved linkages to the rail station to support this project.
- 5.25 Discussions are ongoing about the possibility of a railway station to serve the emerging Alconbury Weald development.

For those people who cannot use conventional public transport, or have limited or no access to a car or bicycle, community transport opportunities are available. Huntingdonshire Association for Community Transport (HACT) is the predominant local operator, with services including a “ring-&-ride” into Huntingdon (and

² Data taken from the Office of Rail Regulation website. Spreadsheets can be accessed at <http://www.rail-reg.gov.uk/server/show/nav.1529>

other market towns in Huntingdonshire and to Peterborough), as well as to other destinations, places of interest and excursions. HACT also offers a minibus hire service for community groups and not-for-profit organisations.

- 5.26 A number of volunteer car schemes are also available in the local area, covering Huntingdon, Godmanchester, Brampton, The Stukeleys and Alconbury, Buckden and The Riptons. These offer transport for social and medical reasons, such as shopping, visiting friends or medical appointments³ A shopmobility scheme is also available.
- 5.27 In addition, the Cambridgeshire Future Transport initiative will invest £1.5m in alternative and more community-led solutions to providing transport to meet local needs in Cambridgeshire.

Public transport schemes

Scheme	Indicative Cost
Short term (2014-2017)	
Improvements to the bus station through partnership approach with improved information and advertising of services.	Depends on options
Work closely with local bus operators to secure a Busway stop for Houghton & Wyton at A1123. (Possible use of LSTF funding).	£2000-20000
Increase funding for HACT.	To be determined in relation to local stakeholders
Medium term (2018-2021)	
Work closely with local bus operators to explore the potential for an express Busway service between Huntingdon town centre and St Ives town centre/busway, as well as bus priority into Huntingdon from Brampton Road and the old alignment of the A14.	
Investigate options for a more reliable and frequent public transport service between Godmanchester and Huntingdon. Service frequency enhancements and real time passenger information are being provided in conjunction with the Bearscroft Farm development.	
Provision of a new, regular bus service, to serve all of the following: Stukeley Meadows; Huntingdon town centre; Huntingdon railway station; Hinchingsbrooke (including the hospital, residential area and business park) and proposed Ermine St/Northbridge development. Such a service would need to be promoted and funded by the Ermine St/Northbridge development, if approved.	
Long Term (2022-2026)	
Work closely with rail operators, central government and local stakeholders to support the provision of a railway station at Alconbury Weald and provide input into consultation of long-term franchising arrangements for Thameslink services*	
Work with the bus operating companies to ensure that a new Busway service emerges to connect St Ives, Wyton Airfield, Huntingdon, Alconbury Weald and Peterborough (funded as part of planned development if approved). *	
Feasibility study to explore potential role of Park & Ride sites to intercept traffic on key public transport corridors.	

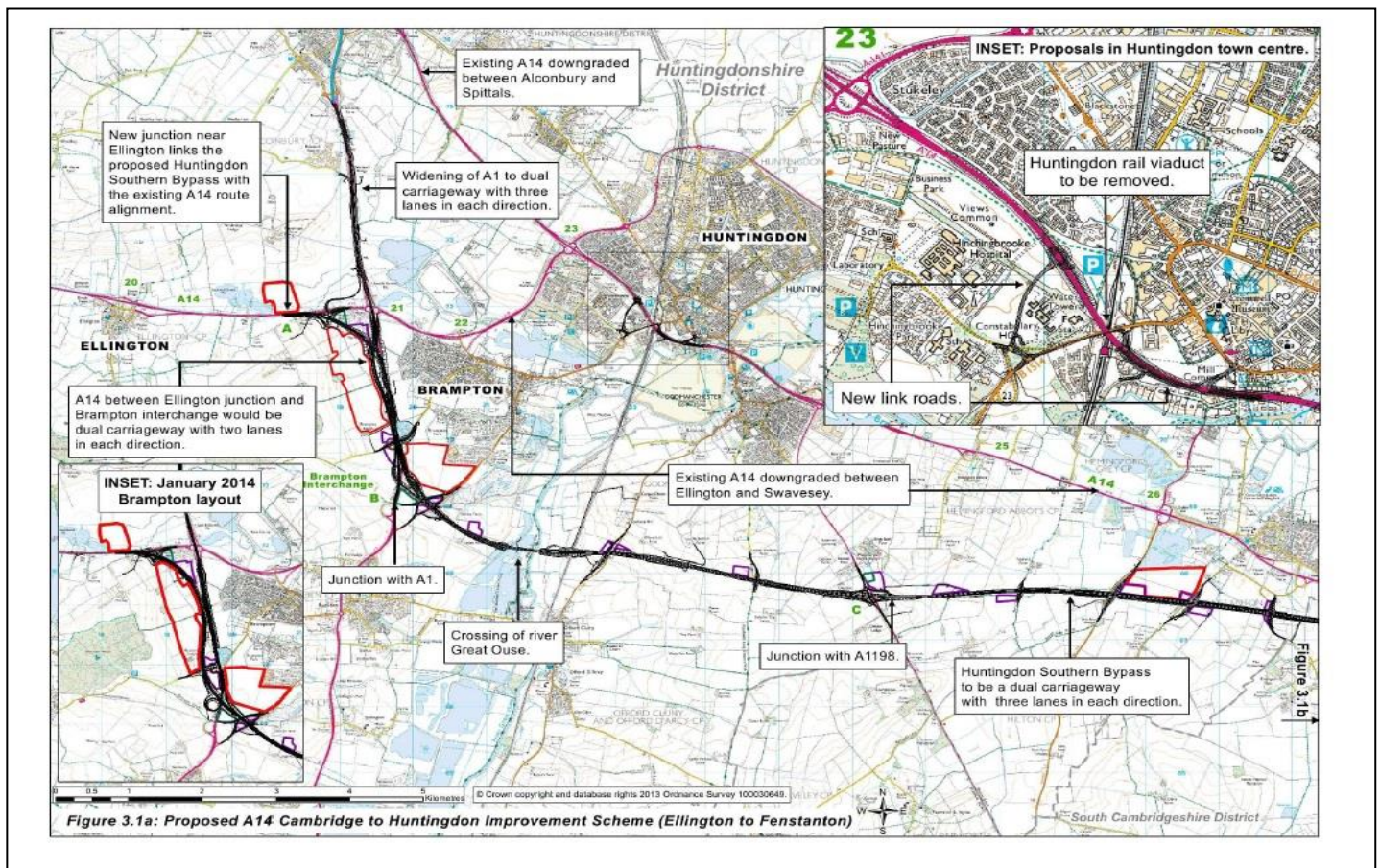
Road network and parking issues

- 5.28 Huntingdon and Godmanchester are situated in close proximity to two major roads. Firstly, the A14 provides access to Kettering and onwards, the M1 in the west and to Cambridge and to eastern coast to the east. Secondly the A1(M), which lies to the west of the towns, provides access to London to the south, and also to Peterborough and the north.

The government, in their June Spending Review 2013, committed to predominately fund the widening of the A14 between Ellington and Milton, as well as the construction of a new bypass between Ellington and Fen Drayton to the south of Huntingdon and Godmanchester.

A diagram of the A14 Scheme presently being formally consulted on by the Highways Agency. A larger version can be found in Appendix C.

The now completed A14 Study indicates that these schemes will significantly reduce the amount of traffic in Huntingdon, Godmanchester and surrounding villages and remove current rat-running to avoid the existing route. Huntingdonshire District Council and Cambridgeshire County Council have indicated to the Government that the removal of the A14 viaduct over the East Coast Main Line is a vital component to the scheme in terms of improving local traffic flows. The removal of the viaduct would allow for the creation of new access roads into the town centre, improving accessibility for all modes and allowing the existing A14 alignment to serve as a high quality local road. This in turn would ease pressure on the Spittals interchange, the A141 bypass and main thoroughfares in Godmanchester.



Wider road issues

- 5.29 Huntingdon town centre features a one-way ring road. Other than the A14, there is only one local road connection between Huntingdon and Godmanchester, which is via the narrow and historic Town Bridge. It is recognised that a number of vehicles travelling west along the A14 and heading for Huntingdon, exit at Godmanchester, and therefore increase traffic levels within Godmanchester and over this structure. A new A14 scheme gives a significant opportunity to reduce traffic on this route and the strategy will look to build on that.
- 5.30 Recent figures suggest that in 2012 approximately 83% of all vehicles which enter Huntingdon are cars & taxis, whilst light goods, heavy goods and buses & coaches account for 10%, 2% and 1% respectively. Within Huntingdon, cars & taxis accounted for approximately 73% of all traffic in 2010, with light goods, heavy goods and buses & coaches accounting for 7%, 1% and 6% respectively⁴
- 5.31 The percentage of households in the local area with no access to a car or van is 18%. Car ownership levels vary considerably across local wards, with just 8% of households in the rural ward of Alconbury and The Stukeleys having no access to a car or van, whilst in Huntingdon North 34% of households have no access to a car or van⁵.

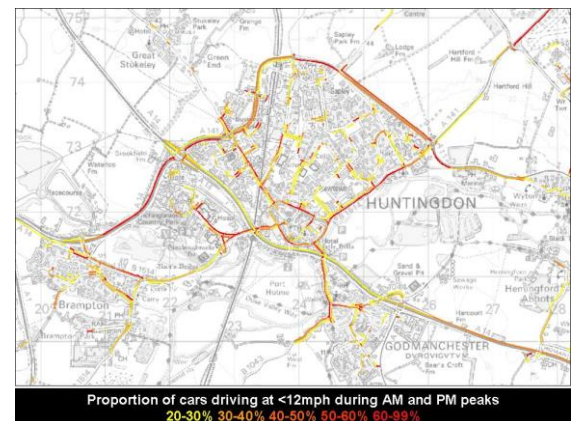
4

<http://www.cambridgeshire.gov.uk/transport/monitoring/Traffic+Monitoring+Report.htm> pg.19

⁵ Car and van ownership statistics from 2001 Census. 18% is the average across the six local wards of Alconbury and The

Traffic and congestion

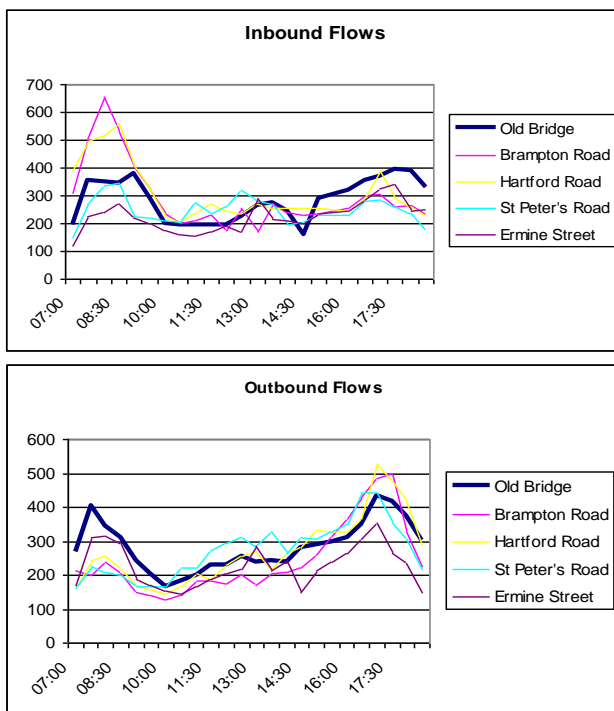
- 5.32 Huntingdon and the surrounding area suffer from heavy traffic flows, especially during peak hours, as shown in the figures below. While this is not uncommon for a busy market town but it is considered that these are greatly affected by current A14 issues. The figure below illustrates the main areas which suffer from congestion in Huntingdon during the AM and PM peaks.



- 5.33 The data gathering survey reported that 72% of residents regularly experience 'significant delay' when driving around Huntingdon and Godmanchester. Access into Huntingdon from the A14 is either through Brampton village, accessed from Junction 22, the Northern Bypass, accessed via Spittals Interchange, or Godmanchester, accessed from Junction 24. Many respondents in the data gathering survey complained of

Stukeleys (8%), Brampton (11%), Godmanchester (11%), Huntingdon East (22%), Huntingdon North (34%) and Huntingdon West (15%).

Godmanchester being used as a shortcut for the A14 and residential routes used as rat runs. In 2012, an average of 2,000 more cars accessed and exited Huntingdon via Godmanchester than the number which used Spittals Interchange (for Ermine St) as an entrance/exit point. The graphs below illustrate how the Town Bridge is the most popular way for car drivers to leave Huntingdon in the morning and the most popular way of entering Huntingdon in the evening.



5.34 There are sections of the ring road that are at or nearing capacity during peak hours at certain times. A new link road, to the west of the town centre, connecting Ermine Street and Brampton Road, has now been constructed and aims to ease some of the pressure on the ring road and remove unnecessary journeys around it. Modelling work has indicated that this will potentially cause greater

levels of traffic congestion on the surrounding highway network. More work needs to be done to discourage people from using Huntingdon's internal road network where there is a viable and convenient alternative.

5.35 This strategy acknowledges the pressures which forthcoming development will place on Huntingdon's existing road network. While it is hoped that the delivery of the A14 scheme will result in a significant reduction in traffic for certain parts of Huntingdon, it is acknowledged that other parts of the network which lie in close proximity to growth sites will receive a significant increase in vehicle trips. Furthermore, the A14 scheme itself may prompt a culture of rat-running through certain wards.

Car parking

5.36 There is a mixture of long and short stay car parks available in Huntingdon and Godmanchester, with a number of price bands depending on length of stay, in addition to some free car parks and disabled parking facilities. A significant concentration of these public car parks is located inside the ring road, serving the historic town centre and aimed at short-stay visits. Huntingdonshire District Council undertook a review of parking provision in the town, resulting in an Action Plan covering 2008-2011, much of which has now been completed. The primary emphasis for a number of years has been on removing long-stay parking sites from the town centre outside the ring road, to encourage trips into the town centre to be made

on foot. Car parking sites are located as follows:



5.37 A further review was undertaken during 2012 with changes coming into effect in April 2013. This concentrated on pricing mechanisms and further removal of public car parking in excess of 4 hours duration.

Scheme	Indicative Cost
Short term (2014-2017)	
Ensure accessibility for buses and emergency vehicles passing through the Newtown area, especially Ambury Road, American Lane, Cowper Road and Primrose Lane. Explore feasibility for one way systems on certain streets (such as Great Northern Street) to reduce rat running.	
Introduce a Variable Message Signing (VMS) system on the ring road and on the main approaches to the ring road (Brampton Road, Ermine Street, St Peter's Street, Hartford Road, The Avenue) to distribute traffic evenly across available parking spaces.	£15,000
CCC's Travel for Work team to work alongside major employers in Huntingdon to encourage staggered arrival and departure times from work.	To be determined
Medium term (2018-2021)	
Align both junction and kerb on Huntingdon side of Town Bridge for traffic heading into Huntingdon to reduce the pinch point. Possible to integrate with scheme which may be provided via the Bearscroft Farm planning permission should traffic flow monitoring require this to be implemented .	£40,000
Improved road signage on the ring road.	£75,000
Long Term (2021-2026)	
Work closely with Highways Agency, Central Government, and other local authorities to ensure that the new A14 bypass is successfully delivered and the design options for the existing A14 alignment and linkage to Huntingdon, inc. Viaduct removal	

6. Funding

6.1 Funding the schemes listed in this strategy will be sought from a number of different sources. The delivery of the Strategy and the pace of delivery will be dependent on securing funding from a range of sources. The current funding environment remains challenging, with funding from Central Government reducing significantly. In many cases, a range of funding sources will be needed to support delivery of priorities identified in the Action Plan and are expected to include some funding from the following sources :

- LTP funding - The integrated transport block provides capital funding which is used primarily for relatively small scale physical improvements to local transport networks.
- District Council and Parish Council funding / contributions towards schemes - District, City, Town and Parish Councils sometimes contribute funding towards the delivery of transport infrastructure and services that help them deliver local priorities in their areas.
- Developer funding - Community Infrastructure Levy (CIL) and S106 funding negotiated from developers towards schemes to mitigate the impacts of development proposals on the transport network.
- Local Growth Fund - Government is proposing the establishment of this fund from 2015/16 for administration by the Local Enterprise Partnership (LEP)

to support priority projects which support and help drive economic growth. A significant amount of the funding is being allocated from Department for Transport Major Schemes Funding

- Grant funding from other sources - Other opportunities to fund transport measures may occur, particularly where the interventions achieve wider social, environmental or economic benefits. Possible sources include Local Growth Fund, European funding, funding from government departments other than the Department for Transport, and funding from local stakeholders.

Maintenance

6.2 Cambridgeshire County Council has an on-going maintenance programme in place. Where transport improvement schemes and maintenance schemes can be coordinated, work is combined to save time, resources and provide value for money.

6.3 Maintenance schemes are generally funded from the following sources:

- County Council revenue funding - Significant levels of revenue funding are used by the Council to undertake the day-to-day management and maintenance of the local transport network in Cambridgeshire. This includes small scale maintenance works such as pothole filling and emptying of gullies, winter maintenance, road safety education and maintenance of

traffic signals and street lighting.

- LTP Maintenance Block - The Maintenance Block provides capital funding for major maintenance works to the transport network, including major resurfacing, maintenance or replacement of bridges, tunnels and other highway structures.

6.4 The pace at which the strategy can be delivered will depend upon the availability of this funding. By providing a clear statement of the schemes for which there is public support in the towns, this strategy aims to provide a platform for securing a wide range of funding sources.

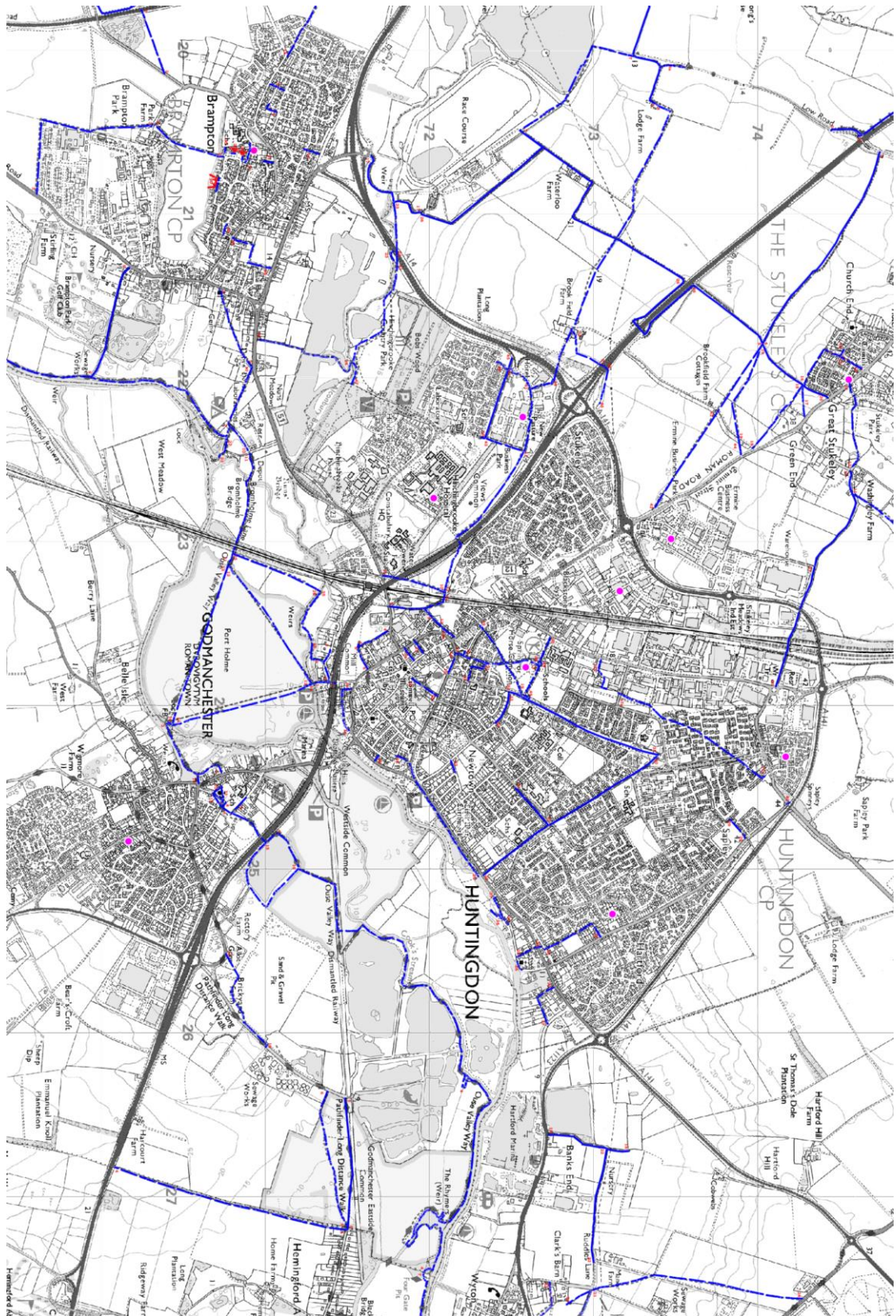
7. Monitoring of delivery and future reviews and updates

7.1 Following the adoption of this Strategy, progress on the delivery of the schemes set out in the Strategy's action plan section will be monitored annually and reported on via Cambridgeshire County Council's website (www.cambridgeshire.gov.uk/transport/strategies). As part of this annual monitoring process, the contents of the action plan and the Strategy will also be

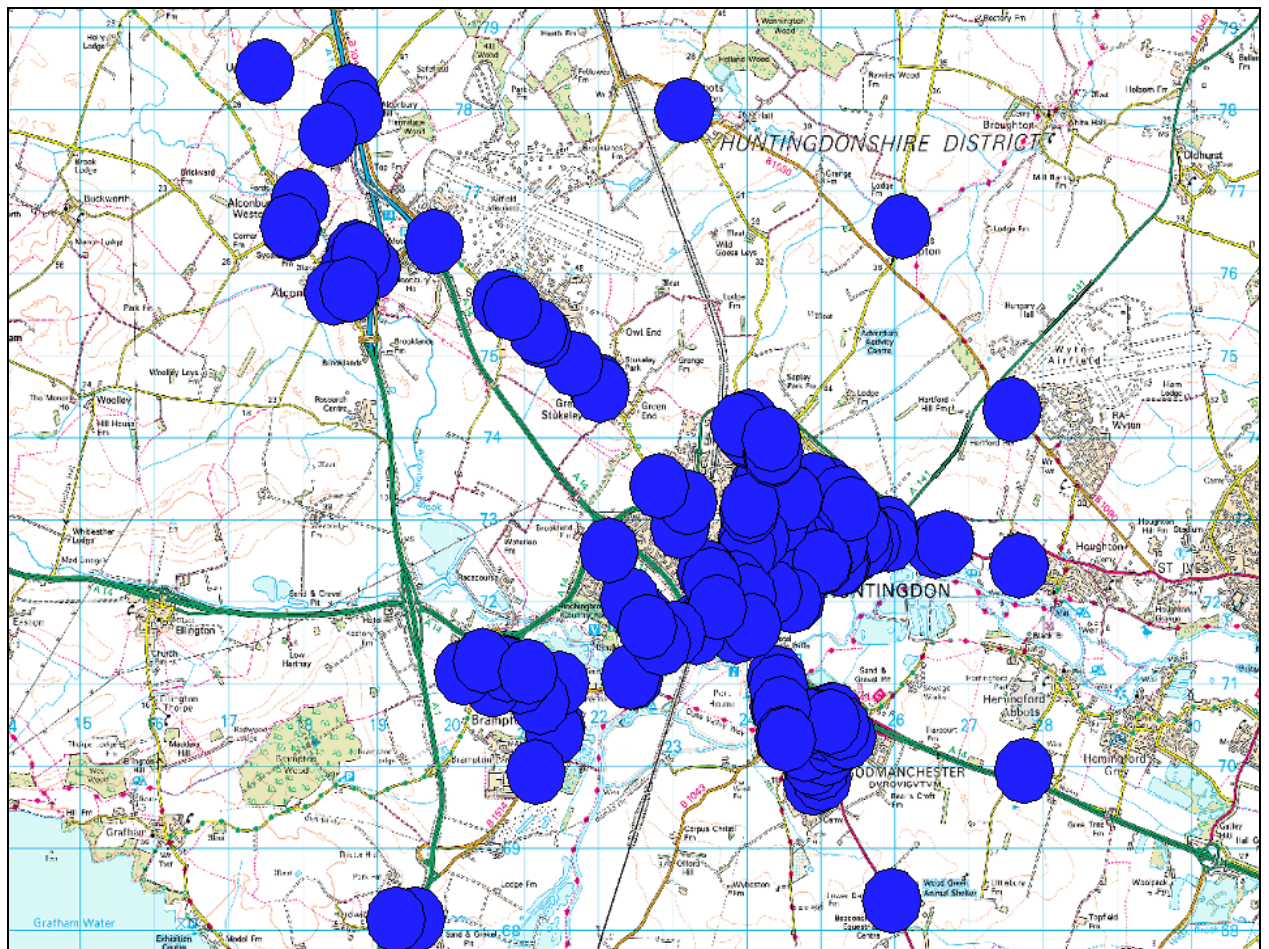
reviewed and updated if necessary.

7.2 The strategy will cover Huntingdon from 2014-2026. However, many of the schemes and issues which feature in the action plan are high-level, or dependent on the (presently unknown) outcome of other schemes. Such schemes and issues include the new A14, Alconbury Weald station and the level of development in and around Huntingdon. It is therefore recognised that there will be a need for the Action Plan to be updated over time, as the outcome of these schemes becomes apparent.

7.3 It will be left to Cambridgeshire County Council to decide which committee is responsible for updating the Action Plan, but such a committee will need to comprise of County, District and Parish councillors. In the interim period, the existing Member Steering Group will serve that purpose, with meetings being called when needed. In the event of a significant update of the Action Plan, the strategy should be put to public consultation before being re-adopted by CCC and HDC.



Appendix B – Areas of Huntingdon within 400m of a bus stop.



Appendix C – Diagram of Proposed Highways Agency A14 Scheme around Huntingdon

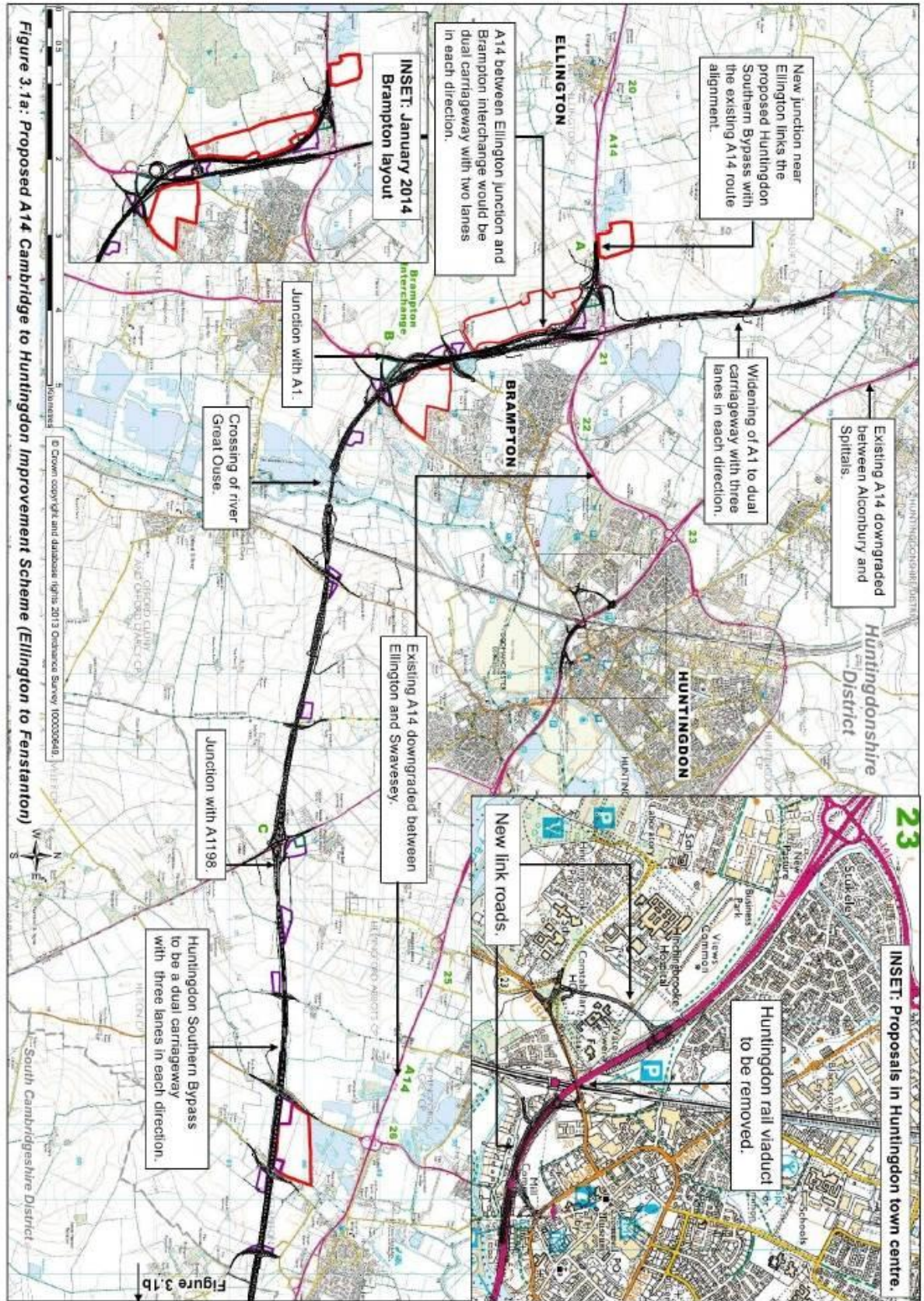


Figure 3.1a: Proposed A14 Cambridge to Huntingdon Improvement Scheme (Ellington to Fenstanton)