

**HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** CAMBRIDGESHIRE LONG TERM TRANSPORT  
STRATEGY & LOCAL TRANSPORT PLAN 3 REFRESH

**Meeting/Date:** O&S Environmental Well-Being – 15<sup>th</sup> July 2014  
CABINET – 17<sup>th</sup> July 2014

**Executive Portfolio:** Strategic Planning & Housing

**Report by:** Head of Development

**Ward(s) affected:** All

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**Executive Summary:**

This report outlines the work that is on-going in developing a Long Term Transport Strategy for Cambridgeshire, including Huntingdonshire, based on providing an integrated network that will support the projected growth across the County.

The work to date includes assumptions that a new A14 will be delivered, as well as major improvements to the A428 between Caxton Gibbet and the A1 Black Cat.

Localised work is indicating that growth in Huntingdon will put the A141 under particular strain as well as routes into and out of St. Ives, even with a new A14 built. A possible new A141 will be considered as well as a new link road between Hartford and Godmanchester.

In addition to road-based options, the plan seeks to build on the success of the Guided Busway by providing a high quality dedicated public transport corridor between St. Ives and Peterborough by serving planned developments at RAF Wyton and Alconbury Weald and linked to a possible new rail station on the East Coast Main Line at Alconbury Weald. Linkage would also be provided to Huntingdon. A further corridor is considered appropriate between St. Neots and Cambridge.

The refresh of the Local Transport Plan 3 (LTP3) will look to ensure that all strategies are up to date with a major update to the Implementation Plan to ensure that this properly reflects those schemes delivered since the Plan was first approved in 2011.

**Recommendation(s):**

Recommended that Cabinet agrees and notes the current progress with the development of both the Cambridgeshire Long Term Transport Strategy and the refresh of Local Transport Plan 3

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## **1. WHAT IS THIS REPORT ABOUT/PURPOSE?**

- 1.1 The purpose of this report is to note progress on developing a Draft Long Term Transport Strategy (LTTTS) for Cambridgeshire as well as an update on the Local Transport Plan (LTP3), both of which have been subject to public consultation until 11<sup>th</sup> July 2014.
- 1.2 The District Council is a partner to this process and is required to respond to this current consultation.

## **2. WHY IS THIS REPORT NECESSARY/BACKGROUND**

- 2.1 The draft LTTTS seeks to provide an integrated network enabling efficient and reliable travel across Cambridgeshire and beyond. As well as improvements to all travel modes, particularly rail, bus, walking & cycling, a key ambition is to improve accessibility on the strategic road network by addressing key constraints such as the A14 and A428 and other key routes across the County.
- 2.2 The Strategy has been developed to support projected growth in all emerging Local Plans, including Huntingdonshire, and includes Action Plans for setting out key infrastructure requirements. These include schemes already planned for delivery, such as the A14, those that support major development, additional schemes not currently programmed but needed to provide new capacity, as well as further schemes that may be required to support longer-term growth. Those for Huntingdonshire are shown at Annex A.
- 2.3 The LTTTS does recognise that major investment will be needed and that not all challenges can be addressed at the same time so further work will be needed over time to develop options and a package of funding opportunities.

## **3. OPTIONS CONSIDERED/ANALYSIS**

- 3.1 The modelling undertaken to date includes the assumption that a new A14 will be delivered and that the A428 will be dualled between Caxton Gibbet and the A1 Black Cat, the latter which is emerging as a capacity constraint in the Highways Agency 'Route Based Strategy' work that is due to report to Government in March 2015.
- 3.2 The more localised work is demonstrating that with planned growth and the delivery of work on the A1 and A428, that key routes, such as the A141 Huntingdon Northern By-Pass and routes in and out of St. Ives will still be under serious strain. A new A141 is emerging as a potential solution for Huntingdon and around St. Ives, the position is even more challenging given the limited capacity on the network, with a new link road between Hartford Road and Godmanchester indicated, the latter providing significant environmental constraints. Those proposals currently being suggested are those that best perform in terms of supporting growth, enhancing accessibility and making the best use of capacity on the existing and planned network.
- 3.3 Details of these are shown at Annex A, although it is important to stress that at this stage, these are simply potential options for public consultation and no undue weight should be placed on any of these at this stage. As the options are developed further, there will need to be a series of detailed project design processes put in place.

3.4 As well as the road-based options, Members will also note that significant support has emerged from the modelling work to develop public transport solutions between St. Neots and Cambridge and between St. Ives and Peterborough, the latter via RAF Wyton, Huntingdon and Alconbury Weald, including a possible new rail station on the East Coast Main Line (ECML). Current work is suggesting that all these suggestions would build on the success of the Guided Busway by providing high quality segregated networks in order to deliver a real step-change in public transport delivery.

3.5 The aim of the package is to manage predicted traffic growth whilst facilitating growth. More detailed work will be needed to assess the impacts and benefits and the feedback via the public consultation will help to inform that process.

#### **4. LOCAL TRANSPORT PLAN 3 (LTP3)**

4.1 LTP3 was adopted in 2011 for the period up to 2026 and is a County Council statutory plan which sets the policy framework for transport across Cambridgeshire. Since it was adopted, all County-wide Planning authorities have made much progress in reviewing or rolling forward their Local Plans.

4.2 Growth plans across the County are ambitious with allocations of around 98,000 new homes to 2031/6 and partners are working together to ensure an integrated approach to plan for growth in developing the LTTS. At the same time as work progresses on the development of the LTTS, it is planned to 'refresh' LTP3 to ensure that it takes account of recent changes. This will include the inclusion of the new Transport Strategy for Cambridge & South Cambridgeshire and to review and update the Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Community Impact Assessment (CIA) in order to ensure continued compliance with regulations.

4.3 This work is not intended to amend the policy basis of LTP3 but rather update the evidence base and to reflect current environmental issues, the current funding situation, delivery and progress of schemes, as well as issues arising from the growth agenda. The Implementation Plan is now out of date and the opportunity will be taken to update this also.

#### **5. COMMENTS OF OVERVIEW & SCRUTINY PANEL**

*(Include, if available. If not, make reference to them being circulated separately)*

#### **6. KEY IMPACTS/RISKS? HOW WILL THEY BE ADDRESSED?**

6.1 The Council is a key partner to the emerging LTTS and the existing LTP3 and it is vital that we remain such to ensure that the right solutions emerge for Huntingdonshire, whilst protecting and mitigating any impacts that arise.

#### **7. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION**

7.1 The Council will continue to act as a key partner in the development of the LTTS and a further report will be submitted to Cabinet in due course.

#### **8. LINK TO THE CORPORATE PLAN**

8.1 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

8.2 The first three themes outlined above are key drivers of both the LTTS and LTP3 and by adopting the priorities of the fourth in our work on both strategies, it will ensure that both fully align with the HDC Corporate Plan 2014-2016.

8.3 The LTTS 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.

## **9. CONSULTATION**

9.1 Working with partners, the County Council has been undertaking public consultation on both strategies across Huntingdonshire and the rest of Cambridgeshire. Once the results of that work has been analysed, further reports will be submitted to Cabinet.

## **10. LEGAL IMPLICATIONS**

*(Comments from the Head of Legal & Democratic Services)*

10.1 There are no direct legal implications for the Council.

## **11. RESOURCE IMPLICATIONS**

*(Comments from the Assistant Director, Finance & Resources)*

11.1 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 and 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.

## **12. OTHER IMPLICATIONS**

*(Equalities, environment, ICT, etc)*

12.1 As part of this work, the County Council plan to refresh the SEA, HRA and the CIA as outlined in to ensure that both the LTTS and LTP3 fully comply with current guidance as outlined in Sec. 4.2 above.

## **13 REASONS FOR THE RECOMMENDED DECISIONS**

*(Summary leading to the Recommendations)*

13.1 This Council has been an active participant in the work of the LTP3 since its first approval in 2011, including the delivery of its aims and objectives. Likewise, in order to ensure that planned growth is properly planned and integrated with the emerging LTTS, we have been working closely with the County Council to ensure the proposals now emerging are properly aligned

## **14. LIST OF APPENDICES INCLUDED**

Annex A – Proposed LTTS Schemes

## **BACKGROUND PAPERS**

Long Term Transport Strategy for Cambridgeshire  
Cambridgeshire LTP3  
HDC Corporate Plan 2014-2016  
Highways Agency (Draft) Route Based Strategies

## **CONTACT OFFICER**

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