March 2023

Huntingdonshire Transport Strategy

Paper copies of the survey are available on request.

If you would like a copy of this document either in Braille, large print or in other languages please contact us preferably by email: Transport.Plan@Cambridgeshire.gov.uk or telephone: 0345 045 5200

Executive Summary

This document provides the strategy and policy basis for transport measures in Huntingdonshire along with an emerging action plan of transport schemes and studies. The strategy supports the Local Plan for Huntingdonshire and sets out objectives and policies which provide the framework for the development of an action plan of schemes. The document also provides information on potential funding sources for the transport schemes within the action plan. The Strategy aligns with the vision and objectives of the draft Cambridgeshire Local Transport and Connectivity Plan. The strategy has been developed in partnership with Huntingdonshire District Council and councillors from Cambridgeshire County Council and Huntingdonshire District Council.

Stakeholder engagement was carried out in June 2022 which helped provide focus for the drafting of the strategy. Public consultation followed, between September and November 2022 and the results have fed into this updated strategy.

Vision

The vision for this strategy is:

To help tackle climate change and support sustainable growth within Huntingdonshire, connecting rural communities and allowing the economy to thrive, while promoting and enhancing active travel and tackling existing highway congestion.

Objectives

The four objectives of the Strategy are:

Objective 1

Enhancing the natural environment, tackling the challenges of climate change by meeting Cambridgeshire County Council's carbon targets and supporting Huntingdonshire District Council's commitment of net zero carbon by 2040

Objective 2

Enabling residents, workers and visitors to access employment, education, leisure and all the services they need to enjoy a good quality of life

Objective 3

Enabling all residents to live a safe, fit and active lifestyle by supporting and investing in active travel infrastructure

Objective 4

Supporting the needs of the local economy, potential growth and tackling existing traffic congestion

Policies

The policies within the strategy have been developed to support the Huntingdonshire Local Plan to 2036 and to improve transport accessibility. The policies focus on the following areas:

> Support sustainable growth

> Technological solutions

> Improved integration of modes

> Management of environmental impacts

> Road safety and traffic management

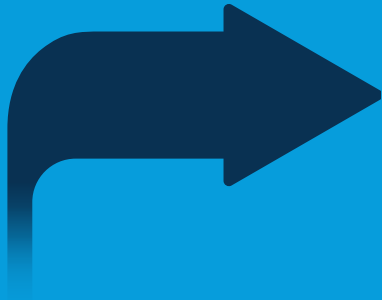# Contents

Glossary

AQMA   Air Quality Management Area

CCC   Cambridgeshire County Council

CPCA   Cambridgeshire and Peterborough Combined Authority

DfT   Department for Transport

EV   Electric Vehicle

LTCP   Local Transport and Connectivity Plan

LTP   Local Transport Plan

NMU   Non-Motorised User

NPPF   National Planning Policy Framework

ROWIP   Rights of Way Improvement Plan

RTPI   Real Time Passenger Information

S106   Section 106 agreement

SPD   Supplementary Planning Document

TA   Transport Assessment

TS   Transport Statement

Map of Huntingdonshire district

North

Peterborough

A47

A15

Whittlesey

March

A1(M)

Sawtry

Ramsey

A141

Chatteris

A142

Warboys

Somersham

A14

Huntingdon

St Ives

Godmanchester

Grafham Water

Guided Busway

St Neots

Cambourne

A428

Cambridge

A14

A421

Bedford

M11

Sandy

Key

- A road
- B road
- Railway
- Bus station
- Train station
- Huntingdonshire boundary

Vision, purpose, scope and objectives

This document provides the strategic framework and emerging action plan of schemes for improving transport in Huntingdonshire. A strong vision, purpose, scope and objectives underpin this strategy to ensure transport supports a healthy, safe and accessible Huntingdonshire.

Vision, purpose, scope and objectives

Climate change is a very real challenge for our communities, businesses and nature. This district-based transport strategy must help to reduce the contribution the county is making towards climate change and reduce our impact on the natural environment. Low carbon transport, including walking, cycling and public transport, is key to achieving net zero carbon in Cambridgeshire by 2045.

The availability of different transport options significantly affects people's quality of life and their ability to access employment, recreational facilities, healthcare and education, and is critically important to the economy of Huntingdonshire. Poor public transport networks and highway congestion lead to lost working hours and can discourage new businesses seeking to relocate to an area. The availability of high quality, fast connections to a variety of key destinations can attract new businesses to an area and therefore provide more job opportunities. In addition, increased levels of cycling,

walking and safety can help to improve personal health, wellbeing and quality of life which in turn encourages more use of active travel modes. Congestion and safety issues can deter the use of active modes which can have a negative impact on the health of the population as well as increasing the impact on the environment as more time spent in traffic causes an increase in air pollution, contributing to climate change and worsening public health.

Cambridgeshire County Council's Strategic Vision is:

Creating a greener, fairer and more caring Cambridgeshire

And its 5 Corporate Priorities are:

> Environment and sustainability

> Health and care

> Places and communities

> Children and young people

> Transport.

Huntingdonshire District Council's Strategic Objectives are:

> Tackling climate change and caring for the environment

> Enhancing employment opportunities and supporting businesses

> Supporting our residents' needs

> Improving housing provision

> Strengthening our communities.

Vision and objectives

The Strategy vision and objectives are shown in Figure 1 (overleaf).

The following objectives will seek to achieve the transport vision for Huntingdonshire, focusing on how improved access and safety will impact the wider outcomes and quality of life of those who live, work and enjoy Huntingdonshire.

This strategy is based on four equally important objectives, which aim to address how transport can contribute to residents' quality of life, achieve net zero carbon by 2045 and support the local economy.

Purpose

> Support Cambridgeshire County Council, Huntingdonshire District Council and the Cambridgeshire and Peterborough Combined Authority (CPCA) in their respective commitments to climate change and carbon net zero.

> Replace Market Town Transport Strategies for Huntingdon and Godmanchester, St Ives, St Neots and Ramsey.

> Provide a detailed transport policy framework for the County Council as Local Highway Authority, which seeks to address existing problems and is consistent with the policies of the Cambridgeshire and Peterborough Local Transport and Connectivity Plan, including promoting and facilitating active travel journeys.

Objective 1

Enhancing the natural environment, tackling the challenges of climate change by meeting Cambridgeshire County Council's carbon targets and supporting Huntingdonshire District Council's commitment of net zero carbon by 2040.
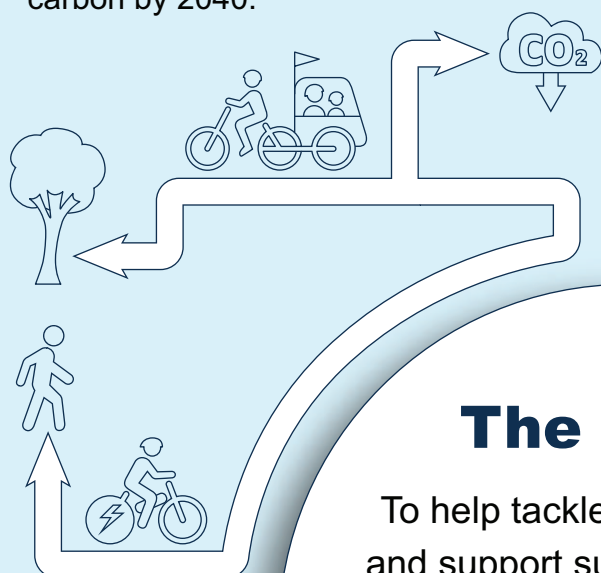
Objective 2

Enabling residents, workers and visitors to access employment, education, leisure and all the services they need to enjoy a good quality of life.
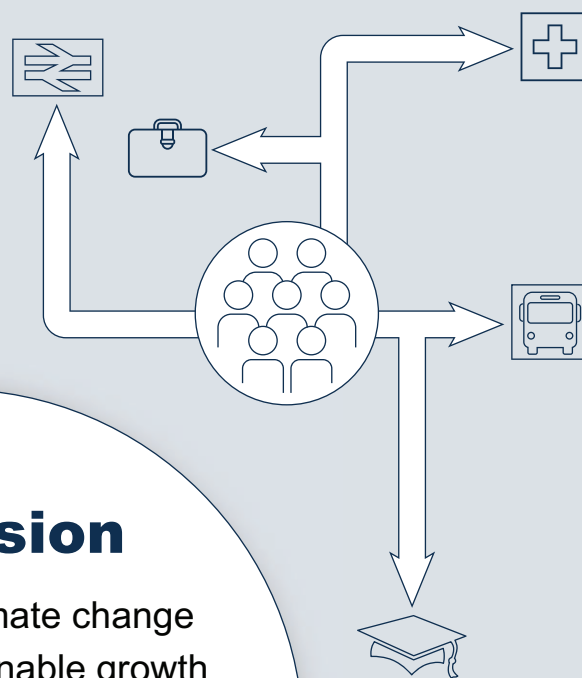
The Vision

To help tackle climate change and support sustainable growth within Huntingdonshire, connecting rural communities and allowing the economy to thrive, while promoting and enhancing active travel and tackling existing highway congestion.
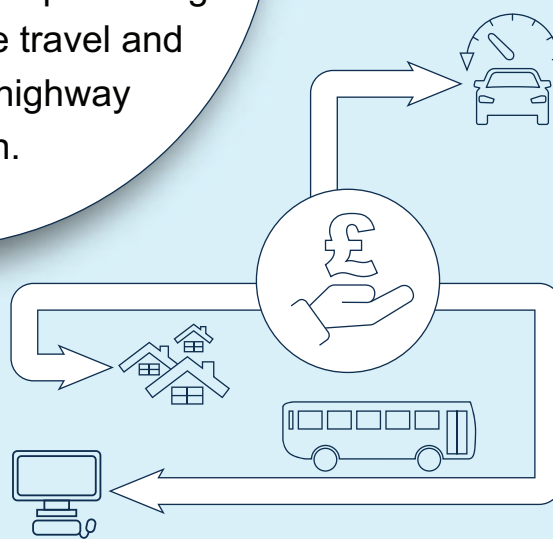
Objective 3

Enabling all residents to live a safe, fit and active lifestyle by supporting and investing in active travel infrastructure.
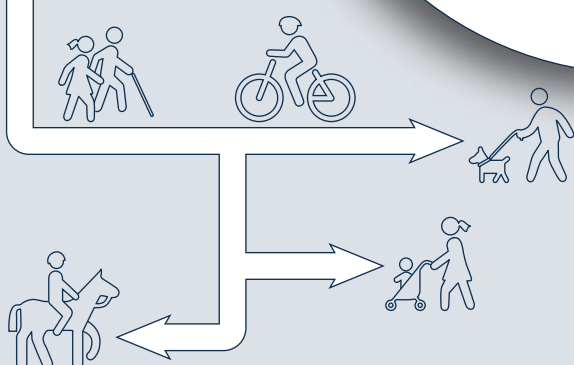
Figure 1: Vision and objectives

Objective 4

Supporting the needs of the local economy, potential growth and tackling existing traffic congestion.

> Support the Huntingdonshire Local Plan and its Transport Study evidence base, to take account of committed and predicted levels of growth, and the transport infrastructure and services necessary to deliver this growth.

> Set out the Council's (as Local Highway Authority) requirements for local links and connections to other transport infrastructure projects in the district, including East–West Rail, A428 Caxton Gibbet to Black Cat improvements and the CPCA's A141 Huntingdon and St Ives studies.

> Support the adopted policy basis for securing developer contributions towards transport improvements and provide additional guidance on their nature and purpose.

> The Strategy will support and complement the Active Travel Strategy for Cambridgeshire

> The Strategy will contain a 'live' action plan of schemes and interventions (active travel routes for Huntingdonshire are identified in the Active Travel Strategy).

> Road safety and working towards achieving Vision Zero will form an integral part of all schemes and interventions that come forward. A Vision Zero approach to road safety management is based on the belief that no death or serious injury is acceptable on roads.

> The emerging Action Plan will provide a pipeline of schemes and form part of the wider Transport Investment Plan (TIP). Schemes will then be eligible for funding from a range of sources, for example developer funding, Integrated Transport Block, Combined Authority funding bids, Department for Transport funding opportunities and others.

Scope

The scope of the strategy is as follows:

> The district of Huntingdonshire and neighbouring areas where there are strong transport or economic links, such as Cambridge, Peterborough and Bedford.

> Considers safety and all modes of transport used for trips from, to and within Huntingdonshire.

> Identifies interventions to address current problems on the network.

> Takes account of planned growth and interventions agreed but not yet implemented in Huntingdonshire and in surrounding districts in the period to 2036. It also looks to identify further interventions beyond that secured in the adopted Local Plan to provide for the transport demands of future growth aspirations.

> Recognises that the dispersed rural population of Huntingdonshire and the constrained transport networks of the market towns bring different challenges and require different solutions.

The strategy will look to:

> identify and remove barriers to accessing key services; and

> help expand travel choices by improving safety, accessibility and connectivity.

This will be achieved by ensuring the transport networks in Huntingdonshire support safe, accessible, inclusive and integrated journeys which are secure, comfortable and attractive.

The adopted Local Plan sets out the planned growth to 2036, and the Transport Evidence that supports the adopted Local Plan sets out the

mitigation measures necessary to facilitate the delivery of the sites allocated within the plan.

The measures set out in this strategy will aid the delivery of not just the adopted Local Plan allocations but also support existing communities.

This strategy should be read in conjunction with Cambridgeshire's Active Travel Strategy which sets out the vision for walking and cycling, policies and routes for the county. The two strategies complement one another to provide a comprehensive approach to sustainable travel over the coming years, across Huntingdonshire. The vision for a connected active travel network for Huntingdonshire can be found in the Active Travel Strategy.

As the Transport Authority for the area, the Cambridgeshire and Peterborough Combined Authority (CPCA) has the remit for working with bus operators providing commercial bus services and planning and providing bus services, where these are tendered or subsidised. At the time of writing the CPCA has published its draft Bus Strategy for Cambridgeshire and Peterborough.

The Greater Cambridge Partnership (GCP) is proposing a much improved bus network, which extends across parts of Huntingdonshire, through its Making Connections programme. The proposed transformation of the bus network would provide more routes, for longer hours and higher frequencies for lower fares across the whole area.

Cambridgeshire County Council will work collaboratively with the CPCA and the GCP, to deliver the public transport elements of this strategy and will review this strategy as the bus improvement plans being brought forward by the CPCA and GCP are agreed and delivered.

Huntingdonshire's transport and travel challenges

Connectivity, congestion and commuting are the key challenges to be addressed by this strategy.
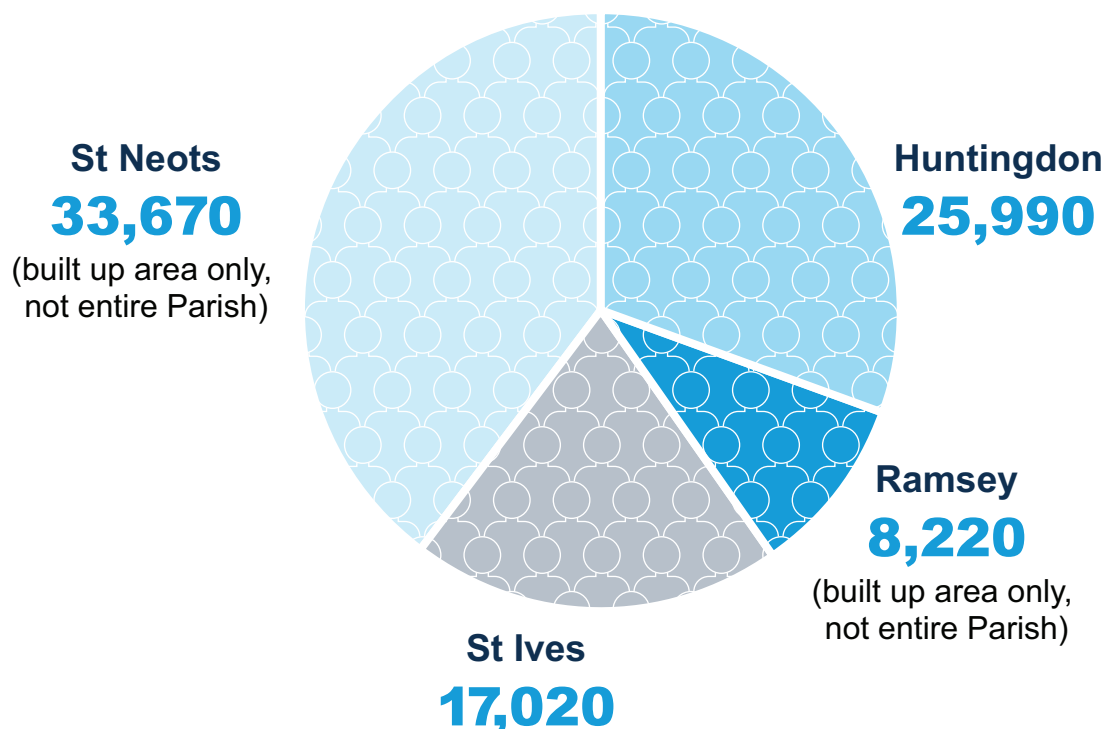
Huntingdonshire's transport and travel challenges

Huntingdonshire is a large district with four market towns and a large rural hinterland comprising around 100 smaller settlements.

Between the Census 2011 and Census 2021 the total usual resident population of Huntingdonshire has increased by 11,300, 6.7 per cent, to 180,800. The number of households has risen by 11.0 per cent since Census 2011 to 76,900

households, and population density has increased to 2.0 people per hectare. Broadly, Huntingdonshire has seen higher population growth in older age groups, in particular the 65 years and over age group. In contrast, younger population groups have seen limited growth or small declines[1]. The mid-2020 population estimates for Huntingdonshire's market towns are shown in Figure 2.

Huntingdonshire's market town populations

St Neots
33,670
(built up area only, not entire Parish)

Huntingdon
25,990

Ramsey
8,220
(built up area only, not entire Parish)

St Ives
17,020

Figure 2: Huntingdonshire's market town populations[2]

Connectivity

The market towns have differing levels of connectivity to the rest of the district and wider regional centres such as Cambridge, Bedford and Peterborough.

Huntingdon is served by rail via the East Coast Main Line with services to London King's Cross and Peterborough. Huntingdon benefits from connection to the Cambridgeshire Guided Busway, although these services are on road until the St Ives Park and Ride and so are subject to delays caused by congestion on the local road network. Huntingdon also benefits from a network of local bus services.

St Ives does not have direct access to the rail network, the nearest rail station is Huntingdon. St Ives is served by direct access to the segregated guided section of the Cambridgeshire Guided Busway as well as a network of local bus services.

St Neots is served by rail via the East Coast Main Line with services to Huntingdon, Peterborough and London King's Cross. St Neots is also served by a network of local bus services.

Ramsey does not have direct access to either the guided busway or national rail services.

Of the four market towns, Ramsey has the highest level of car ownership, likely due to its rural nature, and Huntingdon has the lowest level of car ownership. For Huntingdonshire as a whole, car ownership levels are 1.5 cars per household. This is higher than the car ownership levels in the four market towns, which reflects the rural nature of the district and the greater reliance on cars in rural locations.

The district benefits from a largely flat terrain bringing opportunities to increase
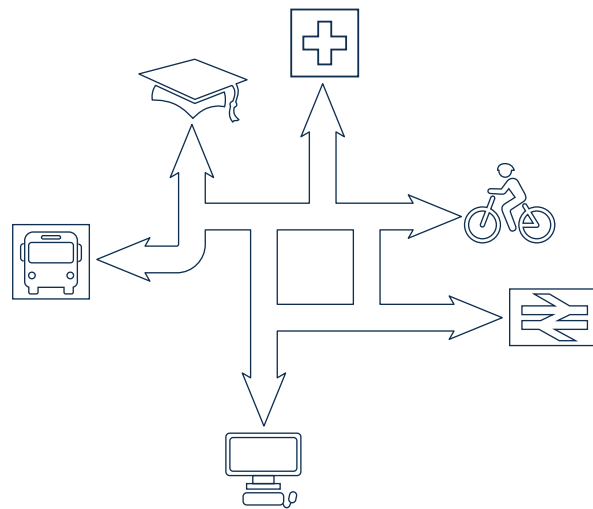
levels of walking and cycling. The National Cycle Network provides NCN route 12 from Spalding to London via Peterborough and Huntingdonshire, as well as NCN route 51 from Oxford to Cambridge via Huntingdon and St Ives.

In October 2021, the CPCA started a new Demand Responsive Transport (DRT) service in west Huntingdonshire named TING. The service employs four small single- deck buses of Stagecoach East to provide bus services on demand across 360 km^2 of the region. Passenger levels have continued to increase significantly, and the contract has been extended until the end of 2023.

Commuting

Motorised vehicles dominate travel in the district with fewer than 20 per cent of journeys to work being made by sustainable travel modes (active travel and public transport). The district-wide modal shares have remained constant between 2001 and 2011 with little net change over this period. However, there has been a trend of reduced car mode shares for journey to work trips originating in, and destined for, central

Huntingdon. Although rail accounts for around only 4 per cent of journey to work trips to/from the district, there has been significant growth in travel via both Huntingdon and St Neots rail stations over the past 10 years.

A significant proportion of Huntingdon residents work outside the district with Peterborough, South Cambridgeshire and Cambridge being key job locations. There is also an important, but lower-scale demand, for inbound commuting trips into the district with around one third of jobs within Huntingdon being occupied by residents from elsewhere; Peterborough, South Cambridgeshire and Fenland being the most important external home locations.

This information is taken from the Huntingdonshire Strategic Transport Study[3], see document for further detail.

As it evolves, this strategy will need to consider the impact of the COVID-19 pandemic on long-term travel to work patterns. Data from the 2021 Census has not been included here, as travel patterns during lockdown were severely disrupted.

Congestion

The road network in Huntingdonshire includes the A14, A1(M) and the A428 on the Strategic Road Network. Historically, there has been a significant level of congestion on these roads, which has had knock-on impacts for local roads as traffic re-routes to avoid congested areas. In recent years there have been several changes to the road network in Huntingdonshire, including the A14 Cambridge to Huntingdon Improvement Scheme, which has removed strategic traffic from local roads. This scheme has delivered an upgraded A14, Huntingdon Southern Bypass, and new roads around Huntingdon Station. See further information in Chapter 3.

Wider transport and policy context

An important part of the strategy is working in partnership with other organisations and aligning with wider strategies and policies.
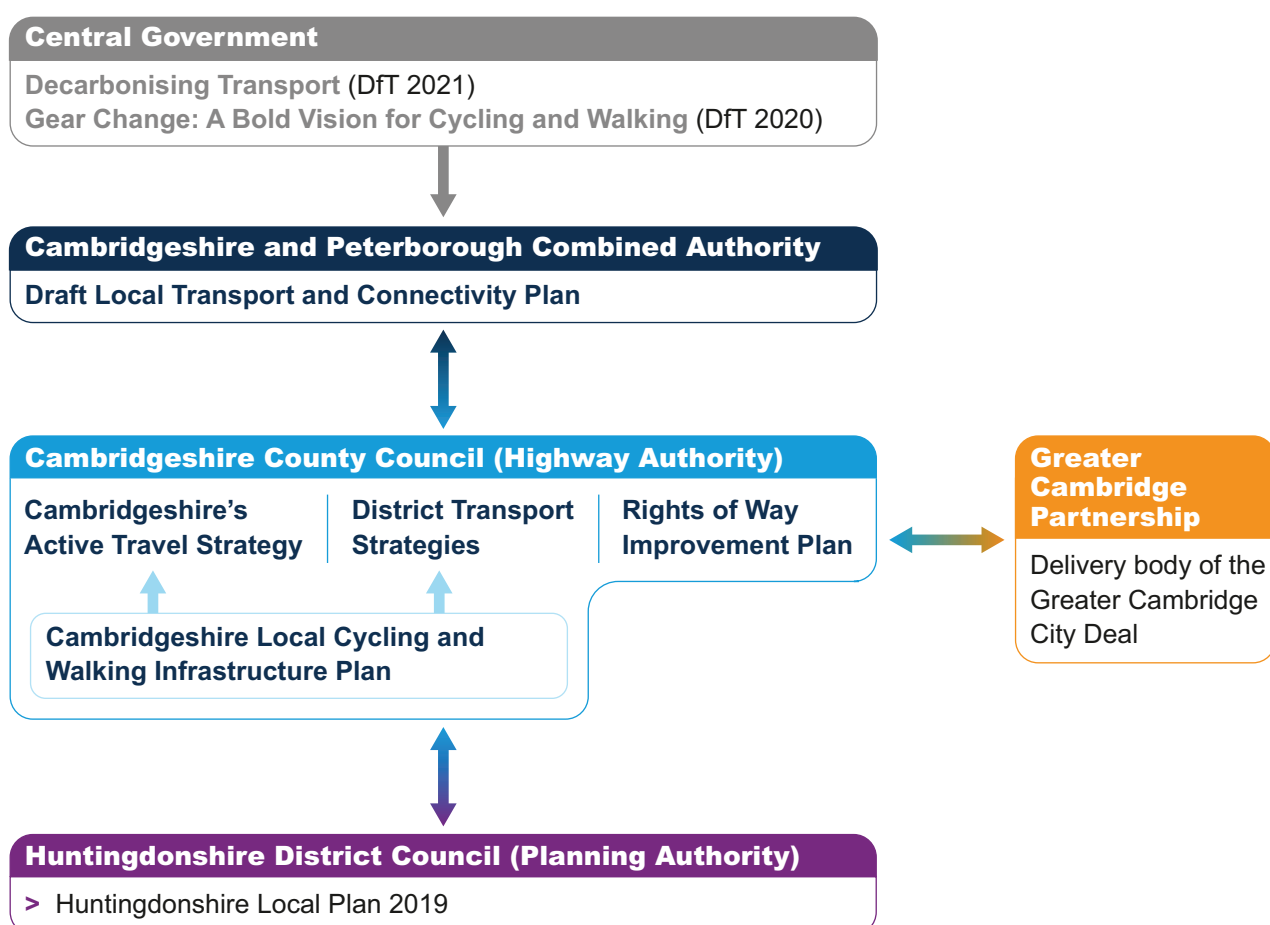
Wider transport and policy context

This chapter summarises the relevant existing and emerging policy and strategy documents that cover Huntingdonshire. They sit alongside and complement this strategy.

Draft Cambridgeshire and Peterborough Local Transport and Connectivity Plan

The Cambridgeshire and Peterborough Combined Authority (CPCA) adopted its first Local Transport Plan in January 2020. At the time of writing, it is drafting a new Local Transport and Connectivity Plan (LTCP)[4].

The Huntingdonshire Transport Strategy supports the draft LTCP Vision – 'a transport network which secures a future in which the region and its people can thrive. It must put improved health at its core, it must help create a fairer society, it must respond to climate change targets, it must protect our environment and clean up our air, and it must be the backbone of sustainable economic growth in which everyone can prosper.

Central Government

Decarbonising Transport (DfT 2021)
Gear Change: A Bold Vision for Cycling and Walking (DfT 2020)

Cambridgeshire and Peterborough Combined Authority

Draft Local Transport and Connectivity Plan

Cambridgeshire County Council (Highway Authority)

Cambridgeshire's Active Travel Strategy

District Transport Strategies

Rights of Way Improvement Plan

Cambridgeshire Local Cycling and Walking Infrastructure Plan

Greater Cambridge Partnership

Delivery body of the Greater Cambridge City Deal

Huntingdonshire District Council (Planning Authority)

> Huntingdonshire Local Plan 2019

Figure 3: County Council Transport Strategy Documents and links to CPCA LTP and District Local Plans

And it must bring a region of cities, market towns and very rural areas closer together.'

With transport being the main cause of greenhouse gases in Cambridgeshire and Peterborough, the draft LTCP becomes central to reducing emissions successfully and fairly. The draft LTCP is working towards:

> a 15 per cent reduction in driven car miles by 2030

> the roll out of electric vehicle charging infrastructure, bringing those districts with low provision up towards the levels of the best

> a transition towards zero emission bus and taxi fleets by 2030 – including improvements to public transport, trials of on-demand electric buses, and infrastructure for walking and cycling

> exclusion of diesel vans and trucks from urban centres by 2030.
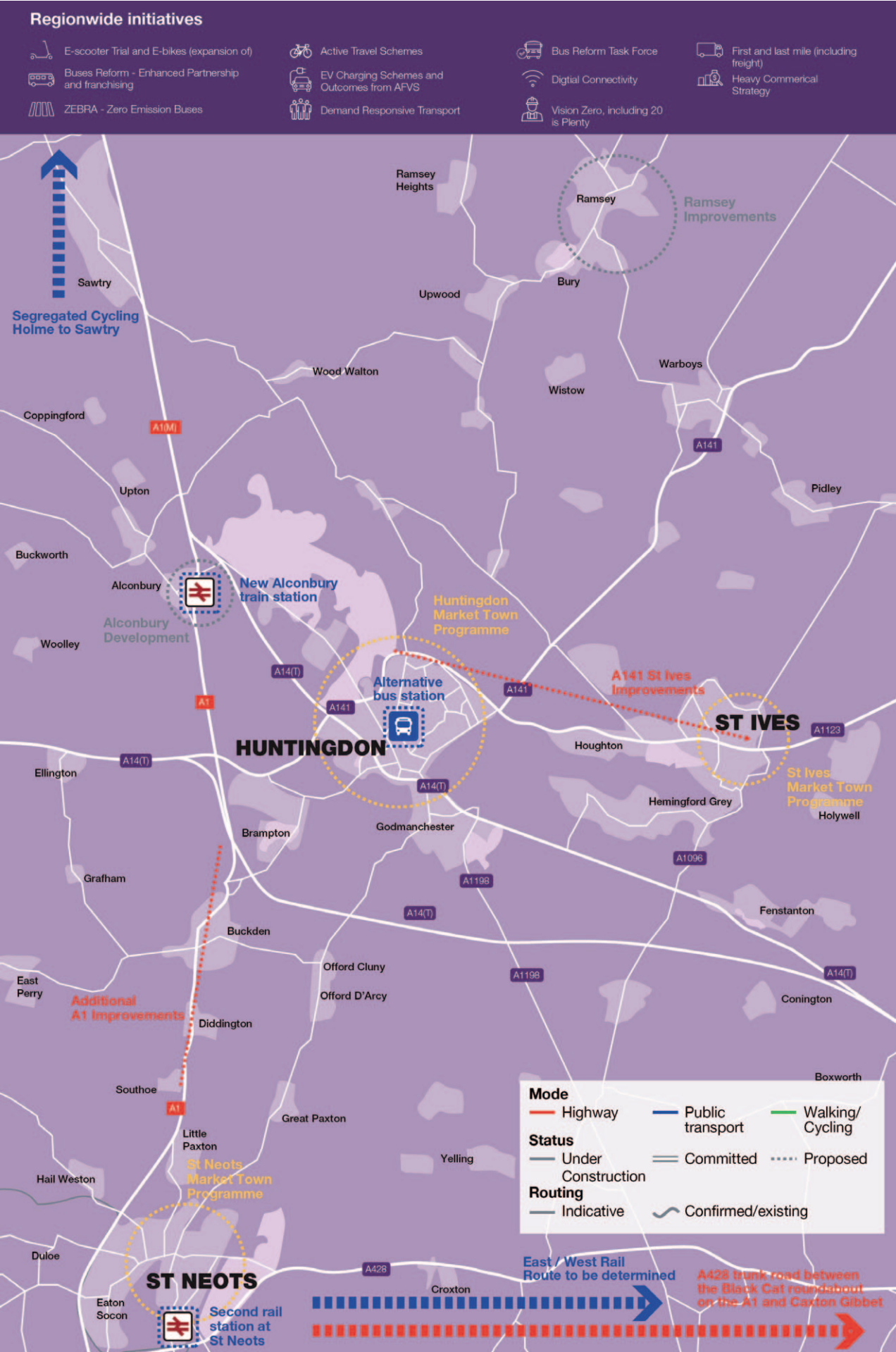
Emerging bus strategy

The CPCA is developing a bus strategy for Cambridgeshire and Peterborough.

The emerging strategy seeks to transform bus travel by offering high levels of convenience and connectivity, not just in our urban areas but across the entire region, including rural areas and market towns. This is something not seen on such a scale anywhere else in the UK. The aim is to deliver a fully integrated bus network, serving the needs of the Cambridgeshire and Peterborough area. We want to make journeys quicker, cheaper and more reliable, delivering attractive, environmentally friendly services across our area. The emerging bus strategy aims to more than double bus patronage by 2030.

Figure 4: LTCP initiatives for Huntingdonshire

Regionwide initiatives

- E-scooter Trial and E-bikes (expansion of)
- Buses Reform - Enhanced Partnership and franchising
- ZEBRA - Zero Emission Buses
- Active Travel Schemes
- EV Charging Schemes and Outcomes from AFVS
- Demand Responsive Transport
- Bus Reform Task Force
- Digtial Connectivity
- Vision Zero, including 20 is Plenty
- First and last mile (including freight)
- Heavy Commerical Strategy

Mode
- Highway
- Public transport
- Walking/Cycling

Status
- Under Construction
- Committed
- Proposed

Routing
- Indicative
- Confirmed/existing

Huntingdonshire Local Plan

Huntingdonshire's Local Plan to 2036[5], was adopted in May 2019. It sets out the District Council's approach to securing sustainable development from 2011 to 2036 to meet identified needs.

Huntingdonshire Strategic Transport Study

As part of the preparation of the Local Plan, the District Council commissioned a Strategic Transport Study to provide the transport evidence to support the Local Plan. The Strategic Transport Study[3] considered the existing conditions for transport in the district and then tested the transport implications of a series of potential packages of development sites to ascertain their ability to deliver a sustainable development strategy for Huntingdonshire. The final development strategy that went forward into the adopted Local Plan was supported by a mitigation package to ensure that the transport impacts of the proposed development sites could be minimised and accommodated.

The Transport Investment Plan

The Transport Investment Plan (TIP)[6] collates transport schemes and proposals that have been identified by the County Council in its various strategy documents and includes transport schemes being brought forward by other bodies including the CPCA, Network Rail, National Highways and developers. It details the status of the schemes, including what level of design work has been undertaken, and whether committed funding is available from sources other than the County Council.

Cambridgeshire's Active Travel Strategy

Cambridgeshire's Active Travel Strategy is a topic-specific transport strategy produced by the County Council that will sit under the Cambridgeshire and Peterborough LTCP. The strategy sets out an ambitious vision that seeks to embrace active travel at the heart of all future transport projects and developments. It will prioritise walking and cycling and other active travel modes to create a well-connected, safe and inclusive active travel network across Cambridgeshire to ensure it becomes the 'go-to' travel option for local journeys. The Huntingdonshire Transport Strategy will be implemented alongside Cambridgeshire's Active Travel Strategy. The Active Travel Strategy contains the policies and strategy for walking and cycling, whilst considering all non-motorised users, including equestrians, and the active travel schemes and measures which will be developed and implemented in Huntingdonshire.

Local Cycling and Walking Infrastructure Plan

The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP)[7] forms part of the Government's aim to make walking and cycling the natural choice for all short journeys or as part of a longer journey. The Department for Transport recommended that all local authorities should develop LCWIPs and have advised that those authorities with plans will be well placed to bid for future funding.

The Cambridgeshire LCWIP covers the whole county and focuses on each district to highlight priority routes for

cycling using census data to identify where funding could have the greatest effect in terms of where people live and work. The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling culture out to the rest of the county, with an emphasis on routes to transport hubs. For walking, it focuses on Cambridge City and the market towns to identify the main routes to school, local shops, employment and train/bus stations.

Walking and cycling schemes for Huntingdonshire are included in the LCWIP and Active Travel Strategy.

Rights of Way Improvement Plan (updated 2016)

The updated Rights of Way Improvement Plan (ROWIP)[8], in line with the requirements of the Countryside and Rights of Way Act 2000, sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statements of Action. Its scope includes all non-motorised users (NMUs), including equestrians. This strategy will work towards the goals of the ROWIP and incorporates the Statements of Action, where appropriate.

Highway Asset Management (April 2021)[9]

To make best use of budgets, an asset management approach is used to provide the best value for maintaining Cambridgeshire's highways.

Highway Capital Maintenance Programme (2022-2024)[9]

Cambridgeshire County Council has an approved two-year Highway Capital Maintenance Programme, which forms part of the Highway Operational Standards. This programme sets out our upcoming schemes for carriageway and footway maintenance, surface treatments, bridges and traffic signals.

There is also a priority list for years 3, 4 and 5. These schemes will be assigned to specific years following further development and co-ordination with other works on the highway network.

Cambridgeshire and Peterborough Health and Wellbeing and Integrated Care Strategy (2022)

This strategy sets out the shared ambitions of the NHS, local authorities and health and care organisations in Cambridgeshire and Peterborough for improving the health and wellbeing of the people who live and work here. The four key priorities are:

> Ensure our children are ready to enter and exit education, prepared for the next phase of their lives.

> Create an environment that gives us the opportunity to be as healthy as we can be.

> Reduce poverty through better employment, skills and housing.

> Promote early intervention and prevention measures to improve mental health and wellbeing.

Joint Strategic Needs Assessment (JSNA)[10]

The purpose of the JSNA is to identify local health needs and views to support local strategy development and service planning. Health concerns in Huntingdonshire include excess weight in adults and prevalence of respiratory disease. This strategy will take account of these and other trends to inform strategy objectives and policy.

The JSNA Transport Theme Report[11] suggests a range of potential next steps:

> **Improving safety and perception of safety –** addressing issues around immediate environments of cycle and walkways to encourage walking and cycling.

> **Infrastructure –** providing the right physical environment for people to walk and cycle, especially focusing on reducing the distance by bicycle or walking compared to other modes of transport.

> **Culture –** tackling the different barriers that prevent people being active, taking into account social and economic inequalities, age and disability and understanding the cultures of those who will benefit the most.

> **Further assessment of data and intelligence –** to enable targeting of initiatives.

Government's Transport Decarbonisation Plan[12]

This plan sets out the government's commitments and the actions needed to decarbonise the entire transport system in the UK.

It includes:

> the pathway to net zero transport in the UK

> the wider benefits net zero transport can deliver

> the principles that underpin the approach to delivering net zero transport.

The Transport Strategy for Huntingdonshire is aligned with this plan and seeks to play a role in reducing carbon from transport.

Cambridgeshire's Climate Change and Environment Strategy 2022

Human-driven climate change is the greatest environmental challenge of our time. Through the recognition that there is an urgent need for stronger and more integrated action, and in recognition of the scale of this threat, Cambridgeshire County Council declared a Climate and Environment Emergency in May 2019, and then approved 'Net Zero Cambridgeshire 2045 – Cambridgeshire County Council's Climate Change and Environment Strategy 2022'[13]. These documents set out the County Council's ambitious plans for the county of Cambridgeshire to be net zero by 2045. One of the main priorities will be to focus on low carbon transport – prioritising walking, cycling and public transport, and supporting the uptake of electric vehicles.

Alternative fuels

The transport sector accounts for the highest share of CO_2 emissions, therefore, if we are to achieve net zero by 2045, a significant change in transport behaviour is needed. Alongside active travel and the use of public transport, switching to ultra-low or zero emission vehicles will significantly reduce environmental impact and improve air quality, bringing health benefits due to lower levels of pollution. The government has set out measures to

support the decarbonisation of the transport system through the funding of electric vehicle charging infrastructure (including for buses and taxis), investing in green public transport and phasing out, with the eventual ban on the sale of pure internal combustion engines (ICE) vehicles by 2030. The benefits of EVs are clear, however, there are several barriers to uptake:

> Insufficient charging infrastructure.

> Insufficient access to private off-road parking.

> Grid constraints and electricity distribution capacity.

> Upfront cost of vehicles.

> Vehicle range anxiety – linked to public charging infrastructure.

> Concern about new forms of emissions and particulate creation and the carbon cost of producing electric vehicles.

This strategy supports the policy approach for EVs and alternative fuels set out in the LTCP and East Anglia Alternative Fuels Strategy[14] and will seek to overcome the barriers listed.

Huntingdonshire Environment and Climate Strategy (emerging)

Huntingdonshire District Council's ambition is to reach net carbon zero council operations by 2040 and 'encourage the communities and businesses of Huntingdonshire to achieve net carbon zero'.

An updated and expanded Environment and Climate Strategy[15] is being prepared.

HGV Diamond Study and HGV Policy

This strategy recognises the needs and role of Heavy Goods Vehicles (HGVs) and also Light Goods Vehicles (LGVs) in supporting the economy. Coaches also have an important role to play in our transport system.

However, a high volume of HGV traffic is an issue for many settlements in Huntingdonshire, especially along the A1123. This area was subject to a study which reported in 2020 – the HGV Diamond Area report. This study collected origin and destination data of HGV traffic using the A1123 and adjacent roads and concluded that the vast majority of the HGVs using the A1123 had a legitimate reason to be in the area.

A new HGV policy[16] was adopted by Cambridgeshire County Council in October 2022. The approach to HGV management is to enable communities to broker their own solutions where possible. County Councillors are also important points of contact for their local communities and are available to advise and support. Local Parish and Town Councils can ask local hauliers to sign a voluntary covenant, local volunteers can establish 'lorry watch' groups in liaison with Cambridgeshire Police, and local communities can apply for funding for advisory signage where appropriate.

Traffic calming measures and speed reduction schemes which can be part funded through the Local Highways Improvements initiatives may also play a role in reducing the impact of HGVs in a community.

Formal routing agreements in connection with planning applications can be considered at the time of planning approval. When determining planning applications for developments, the impacts of associated traffic are material planning considerations. These impacts can be both technical, in terms of highway safety and capacity, but also in terms of the impact on the amenity of other road users, residents and the environment.

Civil Parking Enforcement

On-street parking offences within Huntingdonshire are currently a criminal offence which means that enforcement is the responsibility of the police. Under Civil Parking Enforcement (CPE), enforcement powers are delegated to a district or borough council under an Agency Agreement, with the overall responsibility for signs and lines, on-street parking and related permits falling to the Local Highway Authority. CPE is the outcome of a decriminalisation process which sees a new civil enforcement area (CEA) created under the Traffic Management Act 2004.

In March 2021, Huntingdonshire District Council's Overview and Scrutiny Panel (Partnerships and Growth) and Cabinet endorsed the pursuance of Civil Parking Enforcement (CPE)[17] in Huntingdonshire, with the formal support of Cambridgeshire County Council. This work is part of ongoing dialogue with HDC. The aim is to have CPE in place by summer 2023.

St Neots Masterplan

The CPCA's St Neots Masterplan (2017)[18] will enable the Combined Authority to target investment and co-ordinate public and private sector activities in the town to deliver more local jobs, enterprise growth, accelerate enhancements to GVA (gross value added) homes and better outcomes for the community.

Future High Street Fund (St Neots)[19]

This is a public realm improvement scheme to support the high street and help tackle the challenges from online and out-of-town retail. The project is ongoing and will identify works to allow St Neots to meet its potential by enhancing some existing assets to create a new, inclusive space for local people, businesses and visitors.

A141 and St Ives Studies

As key market towns in Huntingdonshire, St Ives and Huntingdon will both continue to be a focus for housing and jobs growth during and potentially beyond the adopted Local Plan period. The A141 and St Ives studies examined strategic transport options to address existing congestion issues and enable future growth beyond that set out in the adopted Local Plan.

A Strategic Outline Business Case for the A141 and St Ives[20] scheme has been produced by the CPCA which identifies potential scheme packages that aim to mitigate existing and future problems identified within the study area, namely highway network delays/congestion, rat running, lack of sustainable travel alternatives and the growth/development aspirations within the study area beyond those set out in the adopted Local Plan.

A series of local improvements for St Ives have also been identified, comprising changing junction priorities through the town centre to give greater priority to buses, the introduction of a 20 mph limit in the town centre, parking restrictions, bus stop improvements, and improvements to walking and cycling and wayfinding signage to facilitate increased use of active modes for local journeys. This work will run concurrently with the A141 and St Ives schemes.

Ramsey: A Prospectus for Growth[21]

This document identifies Ramsey's strengths and opportunities through highlighting interventions, and exploring these through deliverable interventions which have been categorised by their short-, medium- and long-term timescale. Its vision is: 'Ramsey will be a growing town, making the most of its heritage and natural assets, one with increased local job opportunities and which is connected into the rest of Cambridgeshire ...'

Neighbourhood Plans

There are currently seven adopted Neighbourhood Plans in Huntingdonshire:

> Buckden
> Bury
> Godmanchester
> Grafham and Ellington
> Houghton and Wyton
> Huntingdon
> St Neots

Transport-related polices from the adopted Neighbourhood Plans have been reviewed and included in the emerging Action Plan.

Strategic schemes

In addition to the policy documents set out above, there are several nationally significant transport projects that have an impact on the transport networks within Huntingdonshire. Details of these schemes are set out below.

National Highways A14 improvement scheme

The £1.5bn A14 Cambridge to Huntingdon improvement scheme includes a major new bypass to the south of Huntingdon and upgrades 21 miles of the A14. Work officially started in November 2016 and the Huntingdon Southern Bypass opened to traffic on 5 May 2020.

The scheme includes:

> a major new 12-mile bypass to the south of Huntingdon between Swavesey and Brampton

> a wider A1 between Brampton and Alconbury

> wider sections of the existing A14

> improved junctions on the A14

> new local access roads around Huntingdon Rail station.

## National Highways A428 Black Cat to Caxton Gibbet scheme

The A428 is part of the route from the M1 to the eastern seaports and the stretch from the Black Cat roundabout to Caxton Gibbet roundabout is the only single carriageway section along the whole route. National Highways is proposing to upgrade the route with a new 10-mile section of dual carriageway between Black Cat and Cambridge Road[22], St Neots and additional new offline links between Cambridge Road and Caxton Gibbet. In addition, there are several junction improvements planned along the route.

The Examination in Public[23] started in late 2021 and closed on 18 February 2022. Throughout the examination, CCC and its partners (including HDC) worked closely with National Highways to ensure the proposed scheme meets the needs of local communities and provides local linkages to the wider transport network.

Figure 5: Route options for EWR rail section between Bedford and Cambridge
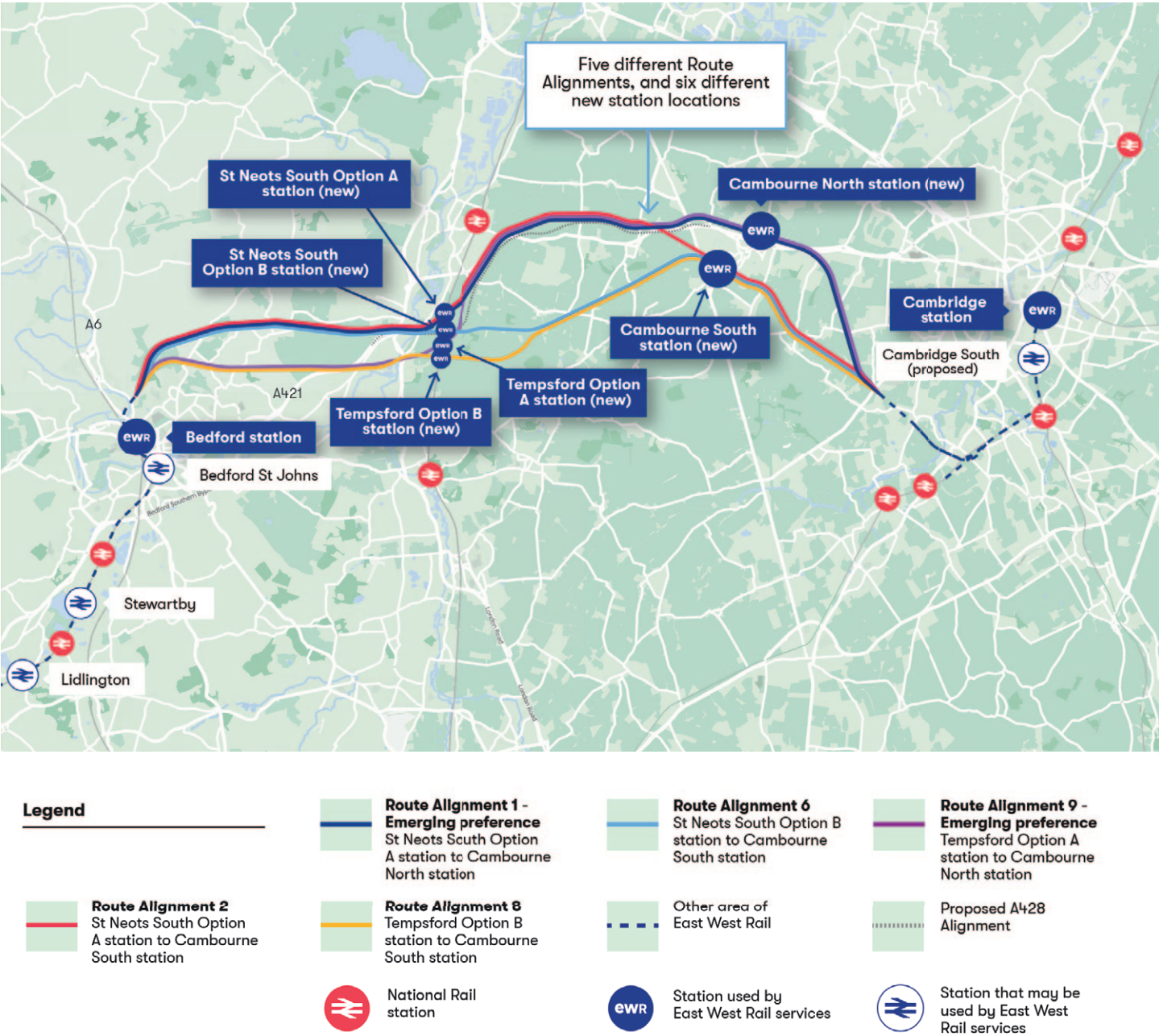
East–West Rail (EWR)[24]

EWR is a potential major railway infrastructure project linking Oxford with Cambridge. The eastern section will link Bedford and Cambridge, and there are currently five route options being considered as shown in Figure 5.

Figure 5 shows the five different route alignments and six different new station locations being considered on the route between Bedford and Cambridge.

The County Council and its partners are working closely with the EWR Company to ensure the views of local communities are represented and that high-quality linkages to the local transport networks are provided as part of the scheme.

The County Council supports the scheme in principle and acknowledges potential station locations south of St Neots and at Cambourne. The Council will seek to secure a parallel non-motorised user route alongside the new railway line.

As part of the scheme, the Council expects EWR to provide:

> railway stations which are carbon positive

> priority for access by sustainable modes

> exemplar cycle parking provision (and room for future expansion)

> provision of stairs and lifts

> non-motorised user connections into the local communities and key destinations

> car parking provided at an appropriate level

> improvements identified in the ROWIP coming forward through the scheme as part of diversions, if required.

Policies

The policies in this section provide the framework to underpin all transport improvements in Huntingdonshire.

Policies

This section sets out the policy position that will enable the aspirations of the Huntingdonshire Transport Strategy to be implemented. The policy context is designed to complement, reflect and align with the range of plans and strategies set out in the wider transport and other policy context section of this strategy. It will contribute to a whole range of policy outcomes outside of the remit of this strategy, including safety, health and wellbeing, equality and inclusion, climate, environment and sustainable growth.

This policy section is designed to directly support the statutory policies contained within Huntingdonshire District Council's adopted Local Plan to 2036 and those of the Combined Authority's draft Local Transport and Connectivity Plan (LTCP)[25].

Huntingdonshire Local Plan policies

The key Local Plan[27] policies (and objectives) impacted by transport include the following:

LP1: Amount of Development

LP2: Strategy for Development; Distribution of Growth (Objectives 1, 9, 11, 15, 17, 20, 23, 25)

LP4: Contributing to Infrastructure Delivery; Community Infrastructure Levy; Planning Obligations (Objectives 12, 15, 16, 20)

LP7: Spatial Planning Areas; Development Proposals on Unallocated Sites; Relationship of settlements within a Spatial Planning Area (Objective 9)

LP8: Key Service Centres; Development Proposals within the Built-up Area; Development Proposals on Land well-related to the Built-up Area (Objective 20)

LP9: Small Settlements; Development Proposals within the Built-up Area; Development Proposals on Land well-related to the Built-up Area (Objective 21)

LP11: Design Context (Objectives 2, 4, 14, 20, 21, 22)

LP12: Design Implementation; Response to context; Streets and spaces shaped by buildings; Ease of getting around; Well-designed public spaces; Sustainable design and construction methods (Objectives 2, 4, 14, 20, 21, 22, 23)

LP16: Sustainable Travel (Objectives 14, 20, 23)

LP17: Parking Provision and Vehicle Movement (Objective 2)

LP36: Air Quality (Objective 24)

Huntingdonshire Transport Strategy policies

The implementation of the policies in this section will be via the County Council's Transport Assessment Team and the Guidance on Transport Assessments[26].

The following sub-sections set out the policy statements, and are grouped into the following categories:

> Support sustainable growth

> Technological solutions

> Improved integration of modes

> Management of environmental impacts

> Road safety and traffic management.

Within each of the categories set out above there are several individual policies. The explanation of each policy shows which of the Local Plan policies it will help to deliver.

Overarching policy approach

Policy TSH1: Overarching policy approach: Improving transport accessibility

The transport network in Huntingdonshire will be developed and improved with a focus on providing sustainable access to key services and facilities both within the district and across district boundaries. In the shorter term the private car will continue to play a role in some people's access to key services. However, improvements will be prioritised to people's access to retail, education, employment and healthcare through well connected and integrated active travel and public transport provision, providing a vital and viable transport option other than the private car. Attractive, uninterrupted, continuous routes between desired locations will be provided for active travel.

Road user hierarchy

Consider first*

Pedestrians

Cyclists and equestrians

Public transport users

Specialist service vehicles

Other motor traffic

Consider last

*The hierarchy represents the order of consideration, but not all users will be appropriate to all schemes
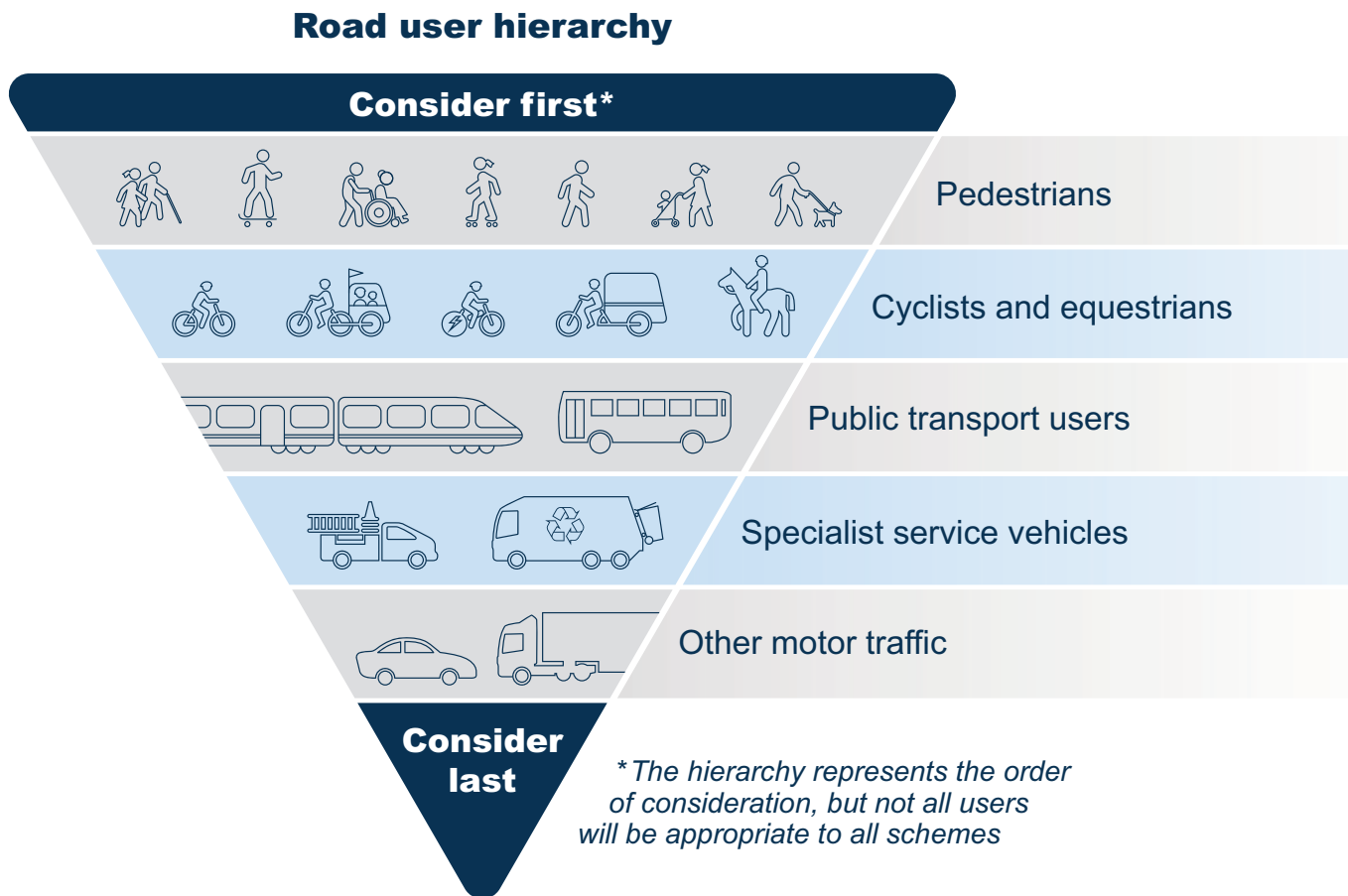
Figure 6: Road user hierarchy

Applying the road user hierarchy

Policy TSH2: Applying the road user hierarchy

An important part of embracing active travel is putting pedestrians and cyclists at the top of our transport user hierarchy. The 2022 updates to the Highway Code put more emphasis on protecting the most vulnerable users of the road network, including horse riders. The road user hierarchy (Figure 6) based on Manual for Streets (DfT 2007)[28], puts active transport modes at the top of the road user hierarchy. The inclusion of equestrians reflects the need to consider all vulnerable non-motorised users such as horse riders in all transport schemes, ensuring they are provided for where appropriate on a scheme-by-scheme basis and are not adversely impacted. The road user hierarchy should be considered alongside the 'Place' and 'Movement' concept set out in the draft LTCP that will identify the suitability of any new or improved transport scheme within a specific location and should be referred to alongside this policy.

Linked to objectives

Support sustainable growth

Policy TSH3: Support sustainable growth which co-locates housing and services/facilities/jobs, reducing the need to travel and increasing active travel and public transport capacity

The transport network needs to be developed to provide the travel capacity necessary to accommodate levels of planned and aspirational growth in Huntingdonshire, whilst reducing reliance on the private car. Growth can

bring better job opportunities, more affordable housing, and a greater range of facilities and leisure opportunities. However, it is important to reduce car trips, by improving connectivity for existing and new communities to active travel and public transport infrastructure, while also protecting the area's distinctive character and environment.

New development will be required to ensure that the need to travel is minimised through the provision of mixed development that provides easy access to the key facilities required daily by the users of the proposed development. For those journeys that do still need to be made, the development should ensure that there is provision for integrated and improved transport infrastructure so that most can travel by foot, bicycle or by public transport to key services and facilities, thus reducing the reliance on the private car.

This will require access by walking, cycling and public transport to be maximised within both new developments and existing communities, ensuring that planning contributions are sought for transport improvements in line with Local Plan policy and Developer Contributions SPD.

At both a strategic and a local level, it is critical that transport and spatial planning continue to be closely integrated across Huntingdonshire. We will continue to work closely with Huntingdonshire District Council (HDC) to approve new developments which co-locate housing with amenities – shops, employment, leisure and education facilities, to reduce the need to travel by car.

Policy TSH4: Working collaboratively with developers to secure the delivery of high-quality transport infrastructure in and around new developments

A comprehensive approach will be applied to secure the provision of new and improved transport infrastructure, in a timely manner to ensure that accessibility is maintained, additional connectivity is established, and the impact(s) of development are addressed, in line with this strategy approach.

Transport Assessments (TA) are required to support any planning application that produces a net increase of 50 person trips (by all transport modes) per day. For smaller-scale developments a Transport Statement (TS) is generally required. However, a full TA may also be required if the development falls below this threshold but there are other local issues that may need to be addressed.

Measures that embrace, enhance, expand and encourage active travel for new developments must be included in a TA or TS, so that active travel considerations are embedded from the start. This must also be the case for bus and rail links. The County Council encourages developers to work with transport officers at the outset of their projects to ensure all opportunities are considered.

New planning applications will be required to submit a travel plan in line with National Planning Policy Guidance and working with the County Council's Transport Assessment team.

Policy TSH5: Support and expand travel planning advice services to secure the preparation, delivery and monitoring of high-quality travel plans

Travel plans, which are a requirement for many larger new development sites, are a valuable tool which facilitate and encourage options for people to change their travel behaviour away from 'drive alone' journeys. The implementation of travel plans is a key mechanism to promote sustainable travel modes as viable and attractive alternatives to the private car.

The County Council will continue to support and work in partnership with Smart Journeys[29], a not-for-profit commercial enterprise, formally Travel for Cambridgeshire. It advises and supports employers, residential developers and schools on implementing and promoting sustainable and active travel. This includes, for example, encouraging places of work to provide shower and changing facilities and bike storage/accessible bike racks.

We will work with schools and other organisations to provide advice on sustainable travel choices. Cambridgeshire's Road Safety Education Team are part of the Modeshift STARS scheme, the national schools awards scheme established to recognise schools that have demonstrated excellence in supporting cycling, walking and sustainable travel. The scheme encourages schools across the country to join in a major effort to increase levels of active and sustainable travel, to improve the health and wellbeing of children and young people and reduce vehicular congestion around school gates.

The policies in this category support all the objectives of this strategy and help to implement the following Local Plan policies:

> **LP1:** Amount of development

> **LP2:** Strategy for development

> **LP4:** Contributing to Infrastructure delivery

> **LP7:** Spatial planning areas

> **LP8:** Key service centres

> **LP9:** Small settlements

> **LP12:** Design implementation

Technological solutions

Policy TSH6: Embrace new transport technologies, particularly where they offer social, environmental and health benefits

The County Council will embrace new sustainable transport technologies that support the strategy approach and wider strategic aims of the Council, most significantly to minimise the carbon impact of transport and improve the health and wellbeing of residents.

Our policies support the promotion and roll-out of innovative technologies, such as affordable e-bikes and cargo bikes, which will allow new groups of people to cycle and travel longer distances by bike.

New technologies will be considered as they emerge and will be managed on the network as considered most appropriate for the safety of existing users.

The County Council will support trials of new technology such as e-scooters and e-bikes in line with Department for Transport guidance, working with the CPCA to assess the best ways to manage such technologies on the transport network.

Policy TSH7: Encourage and promote the use of electric vehicles, alternative fuels and other low carbon transport technologies to help meet our climate change targets

For journeys where the private car is still necessary, the increased use of electric vehicles and alternative fuels will help reduce emissions.

A joint Public Electric Vehicle Charging Infrastructure Plan is being developed to enable residents without access to off-street parking, to switch to electric vehicles. The County Council also has plans to include electric vehicle (EV) charging at Council offices for staff and visitors and use of its assets to contribute to a credible EV charging infrastructure for all.

The CPCA and the New Anglia Local Enterprise Partnership are developing the East Anglia Alternative Fuels Strategy to support the decarbonisation of transport. The emerging strategy focuses on three main areas:

1. Actions to expand electric vehicle charging infrastructure.

2. Actions to encourage AFV (alternative fuel vehicle) uptake.

3. Actions to deliver a modal shift and encourage behavioural change.

Active network management systems must allow all communities, both urban and rural, to access alternatives such as autonomous vehicles and charging infrastructure for a range of transport options including electric vehicles and electric bikes, to reduce carbon emissions.

The Council will also use its highways network, transport and building assets to facilitate, with other local partners and

businesses, the implementation of EV charging infrastructure by planning and installing these assets along with other low carbon transport technologies as they come forward.

We will support trials and promotion of e-cargo bikes and other emerging technologies for businesses, community organisations and families to move around goods, materials and shopping as they can outperform light vans in terms of investment and running costs, journey times and positive impact on the environmental.

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policies:

> **LP4:** Contributing to Infrastructure Delivery; Community Infrastructure Levy; Planning Obligations

> **LP16:** Sustainable Travel

Improved integration of modes

Policy TSH8: Improve the integration of all modes of transport by working with bus, rail and community transport providers, to deliver good connectivity between walking, cycling, Park & Ride, bus and rail services

It is important to consider not just the ease of interchange between services and modes for longer journeys but also ensuring that there are effective routes in place to cater for longer active travel journeys to interchanges, and first and last mile journeys, meaning that even for journeys that do not require more than one mode or service, good access is still provided at the point of origin and destination.

Integration of transport modes is essential to provide connectivity to a wide range of destinations and services. Many journeys require more than one

mode of travel, in particular, longer journeys may involve interchanges between services or modes.

Measures to facilitate interchange to minimise the interchange penalty and provide for a seamless journey will be required, along with working with a range of partners for rail, Park & Ride, bus and community transport providers (to include micro-mobility and shared mobility options) and the CPCA and HDC. For example, investigate options for transporting bikes on rail and bus services.

The County Council advocates the need to enable whole journeys to be made with ease, by sustainable modes of transport and supported by easy-to-understand information and fares, and high-quality infrastructure.

Policy TSH9: Support the CPCA in the delivery of improved public transport access and provision to reduce reliance on the private car, reduce social isolation and improve access to facilities and services

Working with the CPCA as Transport Authority, the County Council will support the delivery of conventional and 'on-demand' bus, micro-mobility and shared mobility services operating across the district, by helping to identify the need for new routes and services. This will encourage whole journeys without the car. This policy supports policy TSH10.

Policy TSH10: Continue to work collaboratively with the CPCA to support and promote community transport schemes

The County Council will continue to work closely with the CPCA and community

transport operators to influence, encourage and help community transport operators to improve transport provision, and support the CPCA who provides financial support to operators. This includes local community car schemes (Huntingdonshire[30] and Combined Authority[31]) that provide vital journeys for local people and makes a commitment to micro-mobility and shared mobility alternatives.

Policy TSH11: Improve information and promotion of sustainable travel options, so that people can understand and plan their active travel journeys

This strategy will continue to support new and innovative ways of promoting and providing information to influence travel behaviour. It will continue to support national events and campaigns and promote them locally. Working with local health services, it will aim to encourage sustainable travel by residents and businesses of Huntingdonshire through all available means, including journey planning tools, maps, cycle training for adults and children, supporting car clubs and car sharing schemes and other tools as set out in the CPCA's draft LTCP.

Policy TSH12: Improve supporting infrastructure for cycling and walking so that active journeys are simple, attractive and safe

To fully support the increase in more active travel journeys, accompanying infrastructure must also be delivered. Supporting infrastructure includes quality cycle parking in the right locations, using the latest design standards, lighting where possible and appropriate, and

signage and wayfinding to make routes as safe, user friendly and attractive as possible, in accordance with policies within Cambridgeshire's Active Travel Strategy.

The County Council will support the provision of secure cycle parking at key destinations such as railway stations, town centres and schools. We will also support the installation of facilities for cycle storage, including showers, lockers and secure covered storage areas at employment sites, schools and key public destinations.

The County Council expects supporting infrastructure to be considered and provided alongside any new development or transport scheme that will improve or support active travel provision.

Policy TSH13: Reduce the need to travel, particularly by car, so that the number and/or length of journeys may be reduced, positively impacting on health, wellbeing and the environment

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The draft LTCP contains a target to reduce the number of vehicle miles driven by 15 per cent by 2030.

It is acknowledged that in an increasingly digital age and with significantly improved internet access, even in rural areas, the need to physically access many services in person or travel to a place of work has reduced in recent years. The need to travel to work for many office-based workers has dramatically reduced during the COVID-19 pandemic, and hybrid working arrangements including some days working from home, are likely to become a new commuter pattern. The Cambridgeshire and Peterborough Local

Transport and Connectivity Plan emphasises the importance of digital connectivity and the County Council supports the continued improvements in digital access for all. It recognises the positive impact this can have on the number of journeys that need to be made, particularly short, local journeys and commuter journeys at peak times of the day when levels of highway congestion are highest.

However, it is also recognised that there are gaps in coverage, or areas of poor coverage, and there will always be a need for people to travel for many other services and work, due to availability or ability to access these online. In many instances, travel is also important for social inclusion and to reduce loneliness and isolation.

The COVID-19 pandemic has highlighted that many people are able to effectively work from home for longer periods of time. Future trends in home working and the impact on commuting patterns are unknown but will be monitored and reflected in our strategy approach.

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policies:

> **LP2:** Strategy for Development; Distribution of Growth

> **LP4:** Contributing to Infrastructure Delivery; Community Infrastructure Levy; Planning Obligations

> **LP12:** Design implementation; Response to context; Streets and spaces shaped by buildings; Ease of getting around; Well-designed public spaces; Sustainable design and construction methods

> **LP16:** Sustainable Travel

Policy TSH14: Support and introduce bus priority measures to facilitate more reliable bus services and faster journey times

The County Council will work with key partners including transport operators to bring forward bus priority measures along key routes where highway congestion impacts on the timeliness and reliability of services.

Management of health and environmental impacts

Policy TSH15: Positively contribute to improving air quality and reducing carbon emissions from transport, improving health and conserving and protecting the historic environment, landscape and biodiversity of Huntingdonshire.

Transport has a significant impact on the health and wellbeing of the people who use it or live on or close to the transport network. Impacts can be direct through air pollution resulting from vehicle emissions, and inactivity through the dominance of use of the private car. As well as more indirect impacts causing disease, mental health issues and social isolation. Developments in housing and transport can help to address these impacts, and any transport improvement or new transport scheme should consider its health and wellbeing impacts, aligning with the emerging Cambridgeshire and Peterborough Joint Health and Wellbeing Strategy[32]

Poor air quality can have a negative impact on peoples' health and wellbeing, particularly those in vulnerable groups. There is a higher prevalence of asthma in Huntingdonshire than the national average for England, which can be exacerbated by poor air quality.

Cambridgeshire Joint Strategic Needs Assessment

The percentage of adults (18+) with excess weight is statistically similar to the England average for Cambridgeshire. At the district level, the percentages are statistically significantly worse than the national average in Fenland and Huntingdonshire.

The percentage of physically active adults (19+) is statistically significantly better than the England average for Cambridgeshire; for Cambridgeshire and Peterborough combined it is statistically similar to the national average.

The recorded prevalence of asthma is statistically significantly higher than the national average across Cambridgeshire and in each district except for Cambridge, where it is statistically significantly lower.

Huntingdonshire currently has four Air Quality Management Areas (AQMAs):

> Huntingdon

> St Neots

> Brampton

> A14 Hemingford to Fenstanton.

The district council is responsible for air quality monitoring and the development of Air Quality Action Plans to tackle air quality issues in the district.[33]

The County Council will work with key partners including transport operators and businesses to reduce transport-related emissions, to help improve health and protect and enhance the area's distinctive character and environment, while supporting sustainable growth and identifying solutions that will help to

achieve longer term environmental benefits aligning with the County Council's Climate Change and Environment Strategy. This will help achieve net zero carbon.

Working in partnership with Huntingdonshire District Council, we will monitor air quality at key locations across the district and develop and implement effective Air Quality Action Plans in conjunction with the LTCP. The impacts of the relocation of the A14 will be assessed to determine whether changes to the Huntingdon AQMA are required.

As part of the County Council's Climate Change and Environment Strategy, we will deliver low carbon transport for our fleets.

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policies:

> **LP11:** Design Context
> **LP12:** Design Implementation
> **LP16:** Sustainable Travel
> **LP17:** Parking Provision and Vehicle Movement (Objective 2)
> **LP36:** Air Quality (Objective 24)

Road safety and traffic management

Policy TSH16: Full commitment to the Vision Zero Partnership and the Safe System approach to achieve zero deaths and injuries from road collisions

The County Council is a member of the Vision Zero Partnership, which is committed to a Safe System approach.

As Highway Authority, the County Council will implement this vision and will

ensure that safety is a priority in all scheme development. The safety of vulnerable road users (such as pedestrians, cyclists and horse riders) will be considered through appropriate design and implementation of transport infrastructure at all scales and stages of development.

It will be important that all users of the road network are considered through the

Brake – National Road Safety Charity

Brake calls on the Government to adopt a Vision Zero[34] (Safe System) approach to road safety management, in order to achieve safe and healthy mobility, for all, by 2040.

We believe that safe and healthy mobility is everyone's human right wherever we are. No one should be killed or seriously injured on roads.

A Vision Zero approach to road safety management is based on the belief that no death or serious injury is acceptable on roads and follows the principles of the Safe System, where the five pillars of the road environment work together to minimise risk.

1. Safe roads
2. Safe speeds
3. Safe vehicles
4. Safe road use
5. Post-crash care
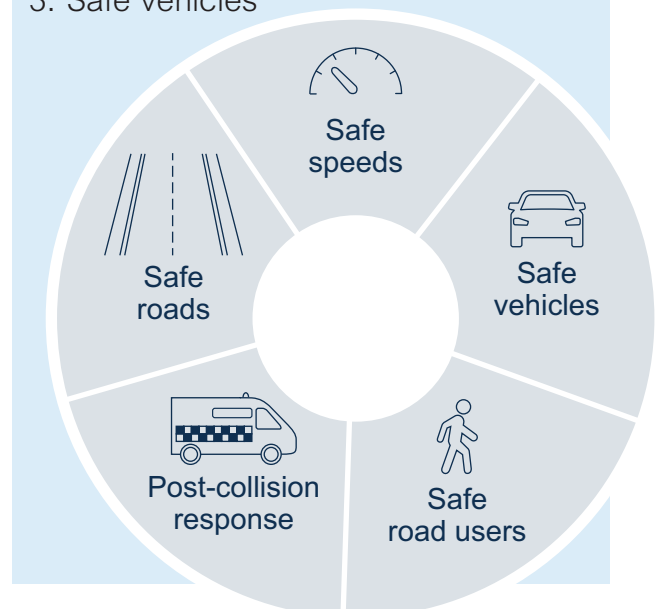
design and development process, and the County Council requires an Equality Impact Assessment to be produced for all schemes.

The County Council will:

> prioritise pedestrian and cycle safety

> implement road safety initiatives to reduce road traffic accidents

> work towards road safety targets held locally and nationally.

New prioritisation criteria for new 20mph schemes has been approved, which will encourage area-wide schemes with an emphasis on protecting vulnerable road users, making 20mph zones more commonplace to improve road safety, encourage more active travel and to reduce noise and pollution.

Policy TSH17: Focusing resources on improvements to local roads, where accident clusters or highway congestion is present, and always considering provision for active modes

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Improvements to the local road network will be focused on safety improvements or significantly congested hotspots, linking with sustainable employment and housing growth. All road improvements will be required to consider safety and cycling and walking provision within the design at the earliest stage to consider the Vision Zero and Healthy Streets[35] approaches (Figure 7).

As set out in Cambridgeshire County Council's Active Travel Strategy, 'in the provision of new cycle infrastructure, the optimum standard of cycling infrastructure appropriate to a location will be pursued in line with the Department for Transport's guidance on designing high-quality, safe cycle infrastructure' LTN 1/20 and future updated guidance[36]. It is recognised, however, that where highway space is limited and private land acquisition is not possible, compromises may need to be made. Where full compliance with LTN 1/20 is not possible, this will need to be justified and a best alternative design that achieves the optimum solution within the constraints of land and budget will be sought in collaboration with partners and local communities. Schemes should also seek to maximise improvements to public transport provision where appropriate within design, for example, by inclusion of bus priority measures and bus stop provision.

Figure 7: Healthy Streets indicators

Policy TSH18: Reprioritising road space for active travel

In some circumstances it will be either necessary or appropriate to reprioritise road space in favour of active travel provision. This can provide safer and more attractive routes for walkers and cyclists, away from busy traffic, and also reduces the potential conflict of road users. The County Council supports the reallocation of road space in favour of cycling and/or walking as an essential measure used to achieve its transport objectives, although new schemes must be considered on a case-by-case basis.

Policy TSH19: Investigate measures to manage demand for cars where highway congestion is a particular problem

Appropriate measures and interventions will be introduced to manage the demand for general vehicular travel and reduce through traffic in market towns in line with the strategy approach, prioritising sustainable transport routes where feasible. Future schemes will consider where re-prioritising road space may be appropriate and possible and will be assessed on a case-by-case basis but aligned with the overarching strategy approach. Such measures could include:

> reallocation of road space to be used by passenger transport, pedestrians and cyclists

> access restrictions for general vehicular traffic.

Policy TSH20: Effective traffic management for HGVs and farm traffic to ensure HGVs use the most appropriate routes

The district is home to the main east–west strategic freight route between the Midlands and the southeast coast (via the A14), as well as several local mineral and waste sites. Cambridgeshire County Council has adopted a new HGV policy[16] which focuses on community developed solutions to managing concerns about HGV movements.

The Cambridgeshire Advisory Freight map[37] provides guidance to freight traffic about existing weight limits and restrictions.

Policy TSH21: Ensuring opportunities for local improvements, which benefit local trips, are considered at the outset of projects to upgrade or change the primary road network

Long-distance through traffic will be required to use the primary road network. Improvements to the primary road network will be driven by the national agenda but must take account of local circumstances, local opportunities and local impacts. All improvements to the primary road network will be required to consider cycling and walking provision within their design at the earliest stage to ensure compliance with LTN 1/20 Cycle Infrastructure Design, as well as the Healthy Streets Approach where appropriate. Schemes should also seek

to maximise improvements to public transport provision where appropriate within the design stage, for example, bus priority measures and bus stop provision.

The primary road network in Huntingdonshire includes: A14, A1, A1(M), A428.

Policy TSH22: Reduce transport-related noise pollution to improve quality of life, health and wellbeing and the natural environment by implementing noise-reducing measures in transport schemes

Noise is a common problem arising from transport, and studies have shown it can have major negative direct and indirect effects on health and wellbeing, on quality of life and on wildlife. Exposure to noise can increase stress levels, disrupt communications and disturb sleep. There is scope for noise emissions from transport to be reduced, for example, low-noise road surfacing and noise barriers.

The County Council also has a duty to mitigate adverse noise impacts that may be due to its actions in modifying infrastructure or building new infrastructure.

The policies in this category support all the objectives of this strategy and help to address the following Local Plan policy:

> **LP17:** Parking Provision and Vehicle Movement (Objective 2)

Delivery

The current funding environment is challenging but having this strong strategy and action plan in place, will help secure funding from all available sources

Funding

A key challenge for the strategy will be ensuring it is achievable within the funding available. At the same time, it is important that the needs and aspirations of transport users are reflected, as it provides a strong basis to achieve additional funding and to lobby for improvements.

The current funding environment is challenging. There is recognition of the need to be clear on aspirations for this area which is one of the highest performing in the country, to help secure investment towards transport infrastructure as a key enabler of growth.

Although it is important to maintain a level of realism over what might be delivered in the current funding environment, it is important to have a strategy which outlines a realistic assessment of the needs of the area. A strategy that is constrained by known funding will not provide the evidence base to support calls for investment. An ambitious strategy is therefore presented, as without this ambitious emerging action plan, investment plans will take longer to deliver.

Central government funding

The Single Local Growth Fund is allocated to the CPCA as the organisation that produces the Local Transport Plan. As CCC remains the highway authority, the maintenance block and integrated transport grants are provided to CCC from the CPCA.

Other central government funds can be accessed to bring forward schemes and it is important to have robust transport policies and strategies in place, in addition to a Local Investment Plan, to support applications and bids for funding.

Cambridgeshire and Peterborough Combined Authority (CPCA) funding

The CPCA is the Local Transport Authority in Cambridgeshire, and as such, it receives central funding for capital projects. The County Council works closely and in partnership with the CPCA to deliver transport projects across Huntingdonshire. There are a range of funding streams managed by the CPCA that could help to fund schemes contained in this strategy, including (but not limited to):

> Local Transport Plan Integrated Transport Block

> Transforming Cities Fund

> Active Travel Fund.

Funding from developments

It is vital that new developments provide safe and sustainable travel. Developers are expected to mitigate the impacts of their developments. This can be through the direct delivery of schemes or contributions towards larger schemes through Section 106 Agreements. This strategy supports gaining funding by identifying potential schemes that developers could be asked to fund and sets the principles for transport interventions required in the district.

Community Infrastructure Levy (CIL) funding

CIL is a levy that local authorities can choose to charge on new developments in their area. It was introduced through the Planning Act 2008. The money raised from CIL is used to contribute towards the cost of infrastructure that it will rely upon, such as schools and roads.

County Council rolling fund

A £1m rolling fund was agreed by the Council's Economy and Environment Committee in February 2018 to develop a pipeline of schemes to address highway congestion, with the investment in early scheme development to be repaid into the fund when the schemes were delivered. The following work has been undertaken to date using this fund:

> A10/A142 roundabouts (schemes delivered, funding recycled into pot)

> St Ives transport study (study completed, delivery subject to CPCA funding)

> HGV 'Diamond Study' (looking at traffic issues in the area between A14, A141 and A142)

The remaining budget is available for further scheme and pipeline development work.

Delivery

The keys stages of delivering the Strategy and its schemes are shown below:

Stage 1: Adoption of Strategy.

Stage 2: Prioritisation of schemes identified in the emerging Action Plan.

Stage 3: Embed the principles of the Strategy into everyday processes, progressing actions and working with officers, members, partners, stakeholders and communities as required to ensure the Strategy is adhered to and implemented.

Stage 4: Pipeline development:

a. Studies to be undertaken as funding opportunities are secured.

b. Feasibility work on identified/prioritised schemes as funding opportunities are secured.

c. Construction of schemes to be delivered as funding opportunities are secured – to come forward according to prioritisation, specific funding criteria or through new developments.

Stage 5: Monitoring and review of the Strategy on an annual basis.

Monitoring and evaluation

The County Council collects a range of data related to transport and traffic. The Cambridgeshire Traffic Monitoring Report[38] is published annually. The report is informed by data collected in the spring and autumn each year. The report covers Huntingdonshire's market towns. Data is collected on the number of motorcycles, cars/taxis, light goods, heavy goods, bus/coach, pedal cycles, pedestrians and e-scooters entering and leaving the towns. As the monitoring happens annually, trends over time can be seen.

Road traffic collision data[39] is also available from the County Council. This is sourced from the police so only includes accidents and collisions reported to them and those involving an injury. This data is used to fulfil our statutory obligations to the Department for Transport, to monitor trends and to carry out cluster site analysis. This is done annually to identify locations on the road network where a higher number of injury collisions have occurred. They are defined as a site that has:

> six or more injury collisions (any severity) within 100m or at a junction in the most recent three-calendar-year period, or

> three or more higher severity injury collision (fatal or serious injuries) within 100m or at a junction, in the most recent three-calendar-year period

GPS speed data based on GPS travel time data is provided to Local Authorities annually by the Department for Transport. The data is sourced from a pool of 110,000 GPS tracked vehicles in the UK. The GPS data is used to calculate average journey times between fixed points on the road network which is converted into an average speed for each section or road. Generally the bigger the road, the greater number of observations and therefore generally the travel time data are more accurate. Currently there is no regular programme that the County Council carries out for reviewing the GPS travel time data, but it is used on a case-by-case basis to inform project development and monitor the performance of mitigation measures.

Emerging
Action Plan

Delivery of the schemes and measures contained in this emerging Action Plan will be monitored and the emerging Action Plan reviewed annually.

Emerging Action Plan

This section contains the emerging Action Plan for the Huntingdonshire Transport Strategy. The schemes listed and shown on the maps, meet the vision and objectives and have been informed by stakeholder engagement and public consultation. Schemes are listed by location but are not in any priority order.

The vision for a connected active travel network for Huntingdonshire is illustrated in the Cambridgeshire Active Travel Strategy. The Active Travel Strategy map covering Huntingdonshire is provided in this document. Active travel schemes will be included in an expanded Cambridgeshire Local Cycling and Walking Infrastructure Plan. Both Action Plans should be read together for a full picture of all transport schemes for Huntingdonshire.

All new schemes will need to align with the CCC Climate Change and Environment Strategy[13], including its commitment to 'doubling nature'. A carbon assessment of all schemes will also need to be undertaken.

All schemes must embrace the Vision Zero and Safe Systems approach through design to delivery.

The Emerging Action Plan includes links to the adopted Neighbourhood Plans in Huntingdonshire to provide a complete picture of transport proposals in the district.

Glossary	
LTP	Local Transport Plan
LTTS	Long Term Transport Strategy
MTTS	Market Town Transport Strategy
LCWIP	Local Cycling and Walking Infrastructure Plan
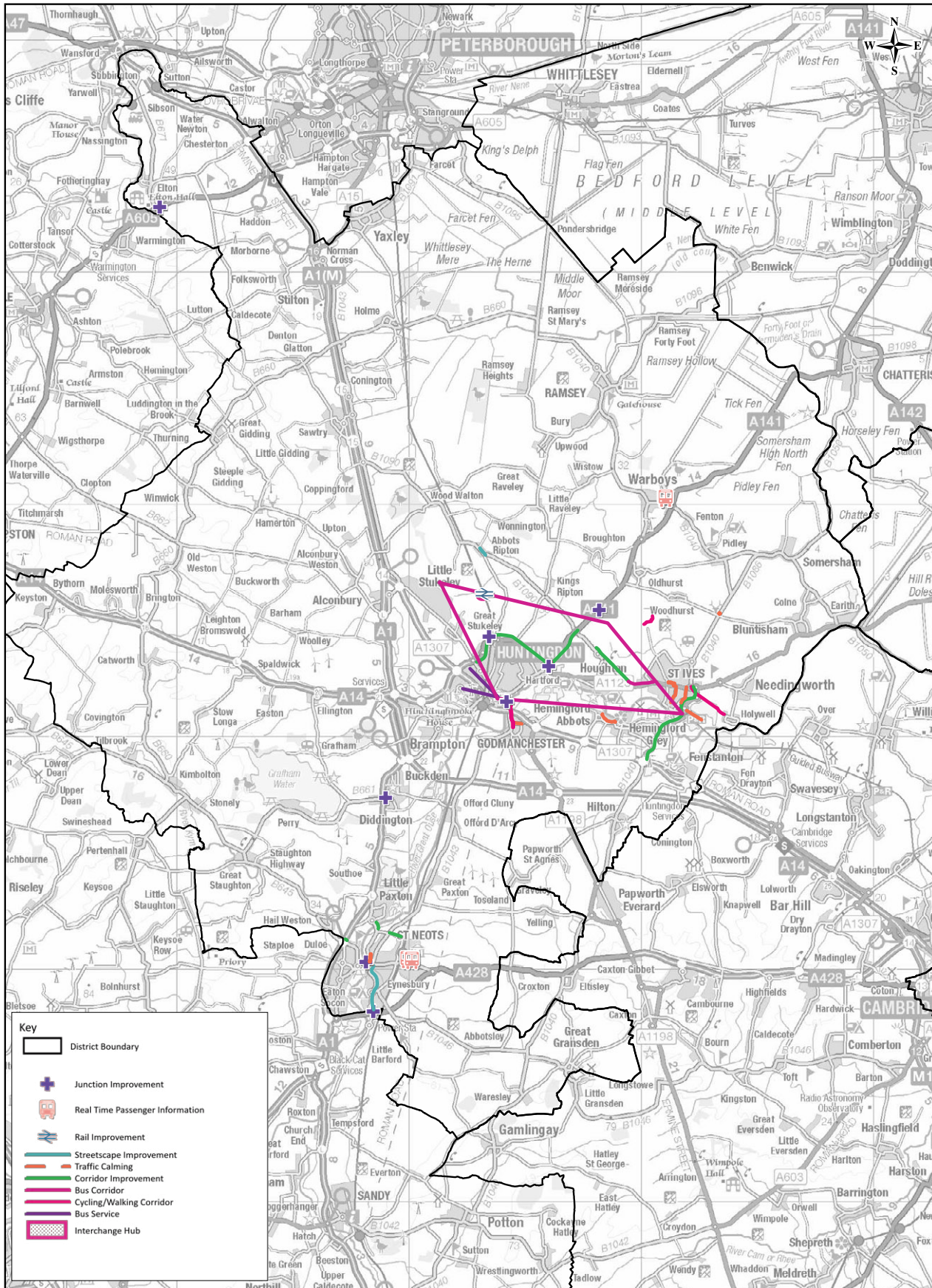
Cambridgeshire
County Council

Key

District Boundary

Junction Improvement

Real Time Passenger Information

Rail Improvement

Streetscape Improvement

Traffic Calming

Corridor Improvement

Bus Corridor

Cycling/Walking Corridor

Bus Service

Interchange Hub

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Buckden

ID	Location	Description	Scheme type	Strategy basis
TSH001	A1 Buckden roundabout	A1 capacity improvements (National Highways study)	Road scheme	LTTS

Bury

Bury Neighbourhood Plan

Godmanchester

Godmanchester Neighbourhood Plan

ID	Location	Description	Scheme type	Strategy basis
TSH002	Godmanchester to Town Centre: Post Street, The Causeway, NCN51, Cambridge Road	Traffic calming	Active travel and Traffic management	Huntingdon and Godmanchester MTTS + LCWIP
TSH003	Godmanchester – Huntingdon and Godmanchester – Cambridge	Bus service revenue support	Public transport	Huntingdon and Godmanchester MTTS
TSH004	Post Street, The Causeway and Cambridge Street, Godmanchester	Local transport management measures	Traffic management	Huntingdon and Godmanchester MTTS
TSH005	Riverside Road/Avenue Junction in Godmanchester	Junction improvement	Road	Huntingdon and Godmanchester MTTS
TSH060	Godmanchester to Huntingdon town centre and rail station	Study to investigate modal filter on town bridge to significantly reduce traffic within Godmanchester. Implement further traffic calming measures through Godmanchester. Consideration of allowing cyclists to use Huntingdon High Street to provide link through to George Street	Active travel and safety study	LCWIP + Identified through stakeholder/ public consultation

Grafham and Ellington

Grafham and Ellington Neighbourhood Plan 2020-2036

Great Gransden

A referendum is scheduled to take place on 9 March 2023.

Houghton and Wyton

Houghton and Wyton Neighbourhood Plan 2018-2036

Huntingdon

Huntingdon Neighbourhood Plan Huntingdon

ID	Location	Description	Scheme type	Strategy basis
TSH006	St Ives (Guided Busway) to Alconbury Weald	Public transport improvement: High-quality bus network infrastructure	Public transport	LTTS
TSH007	Alconbury Weald to Huntingdon	Public transport improvement: High-quality bus network infrastructure	Public transport	LTTS
TSH008	Alconbury Weald	Public transport improvement: Transport interchange	Public transport	LTTS
TSH009	Hartford	Public transport improvement: Transport interchange	Public transport	LTTS
TSH010	A141	Highway improvements: Northern bypass capacity enhancements around Huntingdon	Road	LTTS
TSH011	A141	Highway improvements: Alconbury Weald/Enterprise Zone southern access	Road	LTTS
TSH012	Key locations within Stukeley Meadows	Public transport scheme: New regular bus service	Public transport	Huntingdon and Godmanchester MTTS
TSH013	Key routes and destinations in Huntingdon	Bus service revenue support	Public transport	Huntingdon and Godmanchester MTTS
TSH014	Main approaches to the ring road Huntingdon	Introduce a variable message signing system to distribute traffic to car parks in Huntingdon	Traffic management	Huntingdon and Godmanchester MTTS
TSH015	A14 Bypass	Air quality management		Huntingdon and Godmanchester MTTS
TSH016	A141/A1123/B1514 roundabout, Huntingdon	Minor junction improvement	Road	Huntingdon and Godmanchester MTTS

ID	Location	Description	Scheme type	Strategy basis
TSH017	Huntingdon Business Park – Sapley	Widen and improve lighting of existing off-road shared use path across the railway. Change geometry of Kings Ripton Road/ St Peter's Road roundabout to improve safety. Consider improvements to shared use path along Kings Ripton Road	Active travel safety	LCWIP
TSH018	Hartford – Sapley	Improve side road crossings on Sapley Road and crossing of Sapley Road to the existing A141 signalled crossing	Safety and active travel	LCWIP
TSH061	Huntingdon Ring Road	Study to review the operation of Huntingdon Ring Road and identify measures to reduce congestion, improve routes used by buses and improve infrastructure for NMUs	Traffic management and active travel study	Identified through stakeholder/public consultation
TSH062	Brampton to Huntingdon and Nuns Bridge	Investigate lower speed limit on approach to Huntingdon from Brampton to avoid cyclists having to use Nuns Bridge, encourage cycling and improve environment for those using the path	Safety and active travel	Identified through stakeholder/public consultation
TSH063	North Huntingdon	Investigate traffic calming along the existing A141 – west and north of the Hartford roundabout – to reduce traffic speeds, assist in re-routing traffic, reducing the severance effect of the existing A141 to create a better sense of 'place'	Safety	Identified through stakeholder/public consultation
TSH064	Huntingdon rail station	Investigate with Network Rail the need for platform and facility enhancements to accommodate potential increases in passenger demand	Public transport	Identified through stakeholder/public consultation

Ramsey

ID	Location	Description	Scheme type	Strategy basis
TSH065	Ramsey and surrounding area	Study to review accessibility needs to, from and within Ramsey and identify measures to improve access to key services. Study must include public transport and active travel modes and their infrastructure and connecting new developments	Accessibility study	Identified through stakeholder/public consultation

St Ives

ID	Location	Description	Scheme type	Strategy basis
TSH020	A1096 St Ives	Highway capacity improvements: Junction capacity enhancements	Road	LTTS
TSH021	B1090 Sawtry Way, between A141 and A1123	Highway capacity and safety improvements	Safety	LTTS
TSH022	Bus stops in St Ives	Bus stop improvements	Public transport	St Ives MTTS
TSH023	A1123 Houghton Road, from B1090 to Hill Rise	On-street bus priority measures	Public transport	St Ives MTTS
TSH024	Needingworth Road, Pig Lane, Meadow Lane	Traffic management scheme	Traffic management	St Ives MTTS
TSH025	St Ives; Burstellars and The Pound	Traffic management scheme	Traffic management	St Ives MTTS
TSH026	St Ives (Guided Busway) to Huntingdon	Public transport improvement	Public transport	LTTS
TSH027	Between development at Orchard House, Houghton Road and key locations in St Ives	Bus service revenue support	Public transport	St Ives MTTS
TSH028	Eastbound bus stop on Hill Rise, south of Old Ramsey Road	Bus shelter installation	Public transport	LTP
TSH030	Hill Rise between junctions of Ramsey Road and Old Ramsey Road	2m-wide island	Active travel	LTP
TSH031	St Ives north to town centre: Ramsey Road	Consider junction improvements with wider islands. Review traffic management to reduce traffic along The Waits and the Broadway, remove car parking and provide cycle parking	Safety and active travel	LCWIP
TSH032	St Ives west to town centre	Provide parallel crossing of Hill Rise at junction of off-road paths. Advisory cycle lanes or traffic calming measures to Houghton Road junction and improve safety of crossing to High Leys. Signage/lighting/resurfacing improvements. Remove parking and review traffic management on the Waits and the Broadway	Safety and active travel	LCWIP
TSH033	St Ives northeast to town centre	Widen crossing point on St Audrey Lane. Consider making Broad Leas a no-through route for motor vehicles. Improve signage.	Safety and active travel	LCWIP
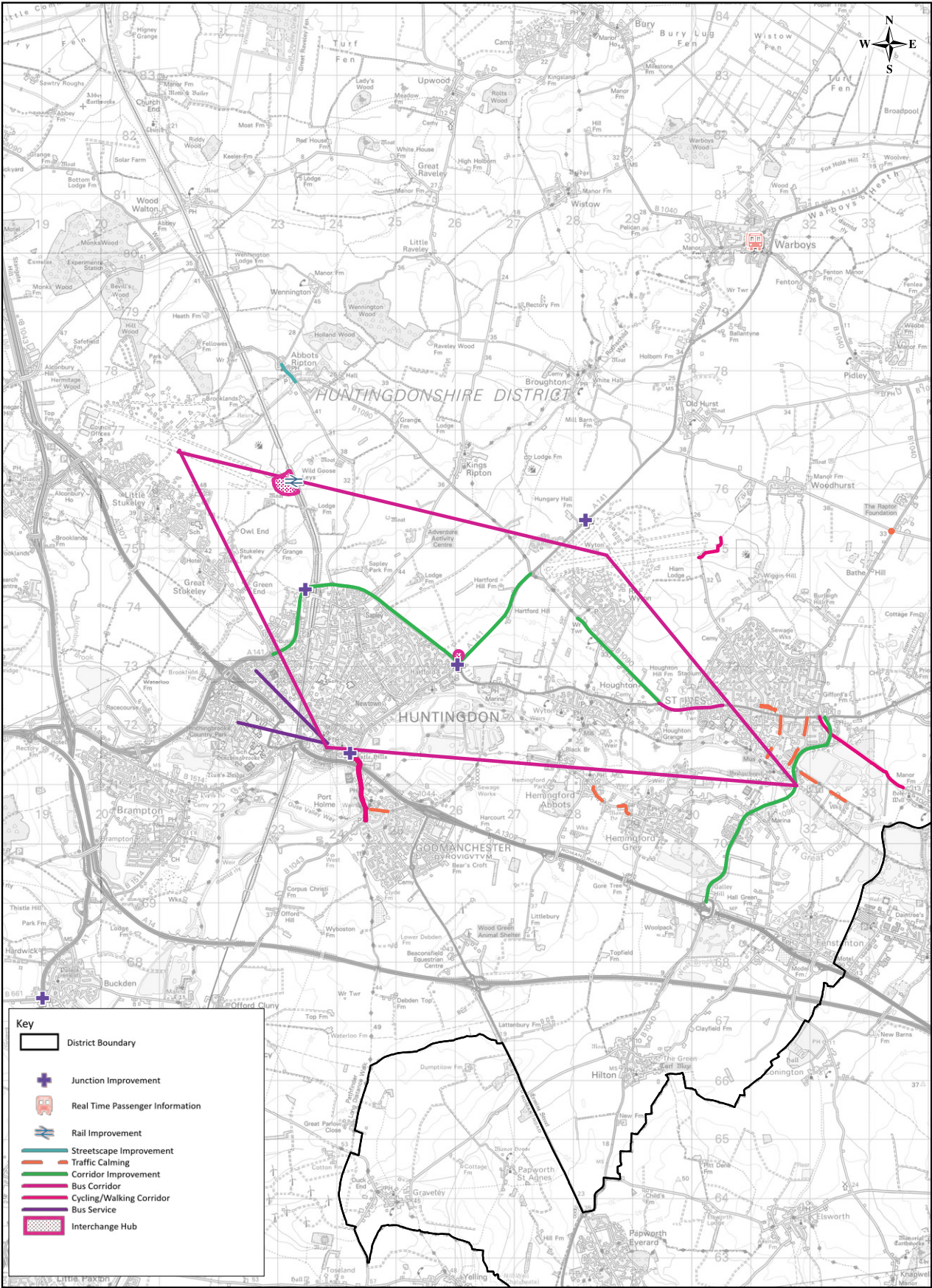
Huntingdon and St Ives

Key

- District Boundary
- Junction Improvement
- Real Time Passenger Information
- Rail Improvement
- Streetscape Improvement
- Traffic Calming
- Corridor Improvement
- Bus Corridor
- Cycling/Walking Corridor
- Bus Service
- Interchange Hub

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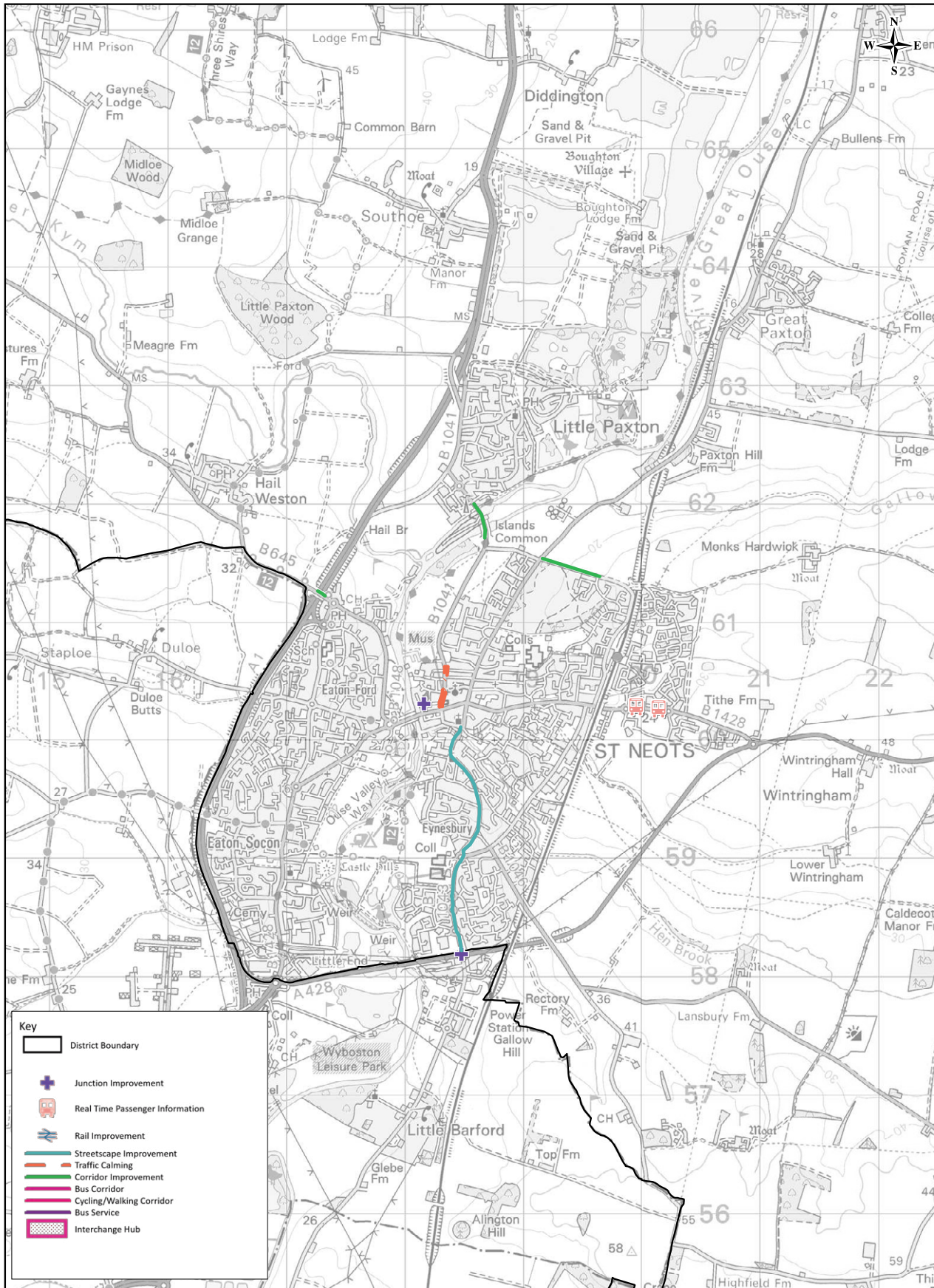Use of this data is subject to terms and conditions:
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St Neots

St Neots Neighbourhood Plan

ID	Location	Description	Scheme type	Strategy basis
TSH035	Little Paxton – between proposed development on Mill Lane, Little Paxton, St Neots rail station and St Neots town centre/market square	Bus service revenue support	Public transport	St Neots MTTS
TSH036	Locations throughout St Neots	Improvements to bus stop infrastructure, including investigation of potential bus station	Public transport	St Neots MTTS Amended 2016
TSH037	Bridge on northern link to Little Paxton	Explore options for improvements to prevent flooding at St Neots bridge to Little Paxton		St Neots MTTS Amended 2016
TSH038	Priory Lane	Review of traffic management measures, including option of allowing left turn only to cars entering town centre at Priory Lane	Traffic management	St Neots MTTS Amended 2016
TSH039	Little Barford	Install traffic lights at roundabout	Safety traffic management	St Neots TC
TSH040	New Street	Speed reduction measures	Safety	St Neots MTTS Amended 2016
TSH041	Priory Hill Road	Slope stabilisation and edge protection, plus pedestrian improvements. Investigate options for improving safety for crossing movements at the bottom of the hill towards Little Paxton	Active travel	St Neots MTTS Amended 2016
TSH042	Kimbolton Road	Parapet upgrade	Maintenance	Identified through stakeholder/public consultation
TSH043	Central Eynesbury: St Mary's Street, Berkley Street and Barford Road	Improved tactile paving, guard railing, new signs and maintenance where appropriate	Active travel	St Neots MTTS Amended 2016
TSH044	Eaton Socon	Extend westbound footway towards A1 (Bushmead Road), upgrade crossing facilities and reduce vehicle parking on Nelson Road and new kerbing and tactile paving and fence on Barford Road pocket park	Active travel	St Neots MTTS Amended 2016
TSH045	Town centre	Upgrade existing SCOOT/UTC system	Traffic management	St Neots MTTS Amended 2016
TSH046	High Street, Market Square, South Street, Brook Street, Tebbutts Road and Church Street	Adjust kerbs/tactile paving, relocate bus shelter, remove some parking bays, improve uncontrolled crossing points and widen footways where appropriate	Active travel and public transport	St Neots MTTS Amended 2016

ID	Location	Description	Scheme type	Strategy basis
TSH047	St Neots market – St Neots station	The St Neots Town Centre Transport Study will feed into this section of the route. Options include restricting traffic on the High Street or making the High Street one way. Improving the route through Priory Lane car park, allowing two-way cycling on Russel Street and Avenue Road, traffic calming measures and improvements to off-road path to the station	Active travel	St Neots MTTS Amended 2016
TSH048	Eynsbury – St Neots station	Raised cycleways on Cromwell Road and advisory lanes where it narrows or improve existing off-road path. Change layout of the roundabouts at the junctions with Cambridge Street to narrow the lanes. Consider taking out middle island. Station Road: widen path or advisory cycle lanes and consider reducing speeds to 20mph. Increase cycle parking at the station	Active travel	LCWIP
TSH049	Eynesbury – St Neots market	Berkely Street: Remove centre line, put in traffic calming measures, consider advisory cycle lanes or improve off-road route via Conygeare bridge to include lighting and signage. Junction with St Mary's Street/Montagu Street: Narrow junction to reduce speeds or raised table. Brook Street: Remove carriageway centre line, put in traffic calming measure and consider advisory cycle lanes. Brook Street/South Street/Market Square: Review traffic management in order to reduce circulatory traffic in the area	Traffic management	LCWIP

Key

- **District Boundary**
- **Junction Improvement**
- **Real Time Passenger Information**
- **Rail Improvement**
- **Streetscape Improvement**
- **Traffic Calming**
- **Corridor Improvement**
- **Bus Corridor**
- **Cycling/Walking Corridor**
- **Bus Service**
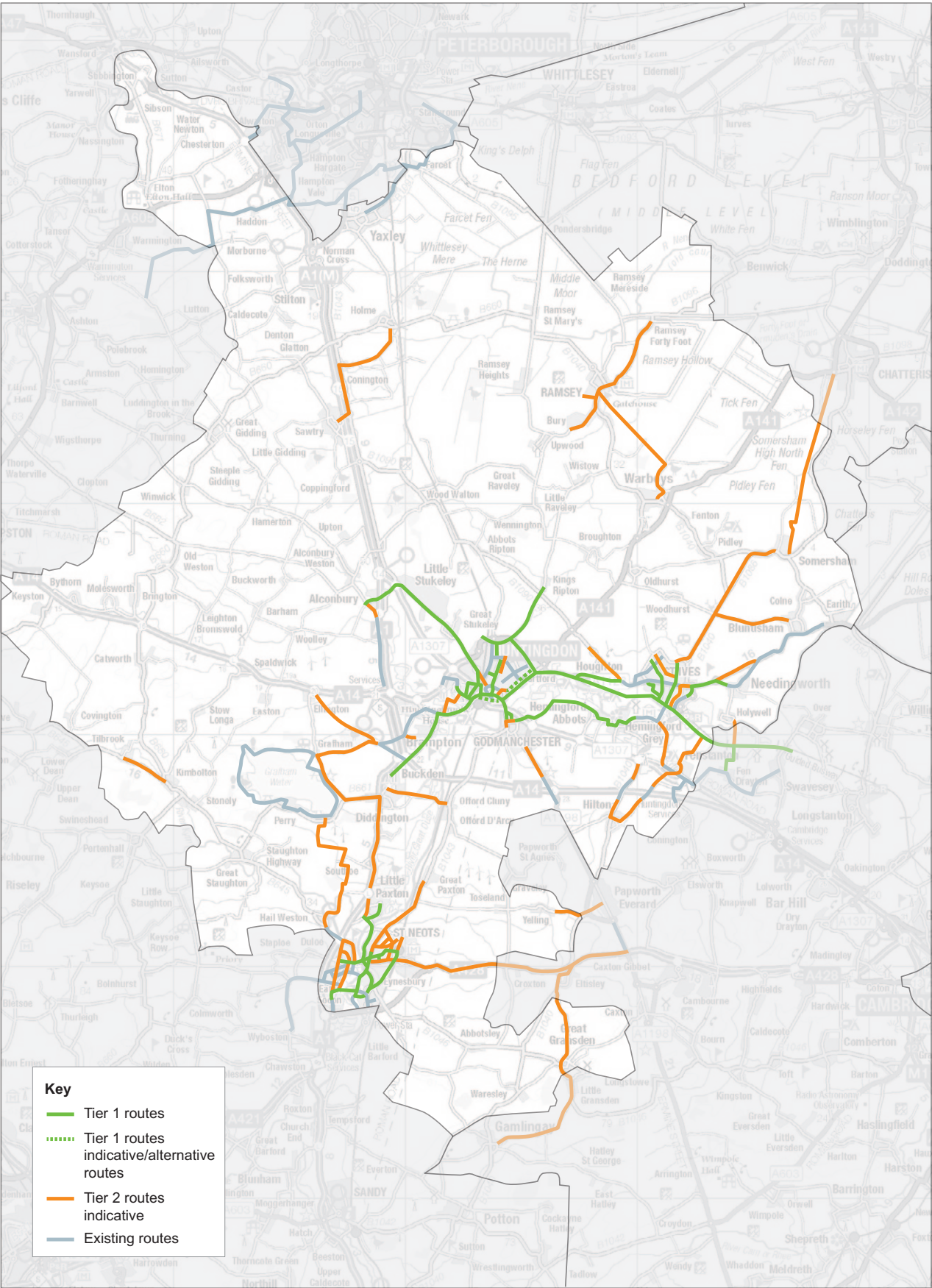- **Interchange Hub**

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Rest of district

ID	Location	Description	Scheme type	Strategy basis
TSH050	Huntingdonshire Community Transport Area	Public transport scheme	Public transport	Huntingdon and Godmanchester MTTS
TSH051	Key routes and destinations – St Ives, Huntingdon, Alconbury and Peterborough – Guided Busway service	Public transport scheme	Public transport	Huntingdon and Godmanchester MTTS
TSH052	Along public transport corridors from Huntingdon	Feasibility study to investigate role of Park & Ride	Public transport	Huntingdon and Godmanchester MTTS
TSH054	B1040 Junction of Wheatsheaf Road/ Woodhurst, Cluster site ON455	Junction improvement	Safety	LTP road safety
TSH055	Footpath 129/1 between Hollywell and Parsons Green, St Ives	Upgrade to bridleway and upgrade of surface with Type 1 material or to a hoggin surface	Active Travel	LTP
TSH056	Woodhurst Public Bridleway No. 1 between south end of bridleway and Old Ramsey Road, Woodhurst	Reconnect bridleway/NMU path	Active Travel	Rights of Way Improvement Plan
TSH057	Junction with Elton Bridleway 17 and 26 and A605 Elton Bypass	Installation of safe crossing for NMUs south of Elton	Safety	Proposed by local member and parish
TSH058	Hemingford Abbots – Hemingford Grey	Consider traffic calming measures	Traffic management	LCWIP
TSH059	Area around Abbots Ripton	Environmental and public realm enhancement measures		Huntingdon and Godmanchester MTTS
TSH066	Kimbolton to St Neots	Review speed limit on B645 to improve conditions for cycling	Safety and active travel	Identified through stakeholder/public consultation
TSH067	New developments	Investigate setting up mobility hubs in new developments to champion sustainable travel and provide a range of mobility solutions	Mobility	Identified through stakeholder/public consultation

Huntingdonshire active travel map

Cambridgeshire County Council

Key

— Tier 1 routes

‧‧‧ Tier 1 routes indicative/alternative routes

— Tier 2 routes indicative

— Existing routes

Endnotes

1   https://cambridgeshireinsight.org.uk/wp-content/uploads/2022/07/Census-2021-first-results-report-040722.pdf

2   https://www.huntingdonshire.gov.uk/council-democracy/council-open-data-and-information/statistics/

3   https://www.huntingdonshire.gov.uk/media/2641/huntingdonshire-strategic-transport- study-baseline-report.pdf

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5   https://www.huntingdonshire.gov.uk/media/3872/190516-final-adopted-local-plan-to-2036.pdf

6   https://www.cambridgeshire.gov.uk/residents/travel-roads-and-parking/transport-plans-and-policies/transport-investment-plan

7   https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021

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10 JSNA-CDS-1819-Slides-Huntingdonshire_FINAL.pptx (live.com)

11 Transport and Health JSNA (cambridgeshireinsight.org.uk)

12 Transport decarbonisation plan – GOV.UK (www.gov.uk)

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15 https://www.huntingdonshire.gov.uk/environmental-issues/climate-strategy/listening-to-you-climate-conversation/

16 Heavy Goods Vehicle (HGV) Policy – Cambridgeshire County Council

17 https://www.huntingdonshire.gov.uk/streets-parking/parking/civil-parking-enforcement/

18 https://cambridgeshirepeterborough-ca.gov.uk/wp-content/uploads/documents/market-towns/masterplans/St-Neots-Masterplan.pdf

19 https://www.huntingdonshire.gov.uk/people-communities/st-neots-future-high-streets- fund/

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MAIN STREET