

LOCAL TRANSPORT PLAN (LTP) DEVELOPMENT AND CONSULTATION

- **NEW LTP: LONG TERM TRANSPORT STRATEGY.**
- **REFRESHED LTP: POLICIES AND STRATEGY.**
- **NEW WISBECH MARKET TOWN TRANSPORT STRATEGY (MTTS).**
- **NEW HUNTINGDON AND GODMANCHESTER MTTS.**

To: Economy and Environment Committee

Meeting Date: 21 October 2014

From: Graham Hughes, Executive Director, Economy and Environment

Electoral division(s): All

Forward Plan ref: Key decision: No

Purpose: To consider the strategy development work and public consultation that has been undertaken to:

- Refresh the LTP: Policies and Strategy document
- Develop a new LTP: Long Term Transport Strategy
- Develop new Huntingdon & Godmanchester and Wisbech Market Town Transport Strategies

Recommendation: Committee is asked to:

- a) Note and comment on the results of the public consultation on the LTP: Policies and Strategy, LTP: Long Term Transport Strategy and the Wisbech and Huntingdon & Godmanchester Market Town Transport Strategies.
- b) Note the level of public concern over the impact of a proposed link road between Hartford and Godmanchester (linking the planned new settlement at Wyton Airfield to the A14) to the east of Huntingdon.
- c) Support the continued inclusion of a link road between Wyton Airfield and the A14 in the LTP: Long Term Transport Strategy, and clarify that a route for the link road has not been identified.
- d) Note that the inclusion of schemes in a strategy does not formally commit the council to their delivery.
- e) Note that further work to develop the package of LTP: Long Term Transport Strategy measures in the Huntingdon / St Ives area is planned for 2015.
- f) Note that Member Steering Groups guiding the development of the Market Town Strategies have considered the consultation responses, and have endorsed the strategies for adoption by the Council.

<i>Officer contact:</i>	
Name:	Jeremy Smith
Post:	Transport and Infrastructure Strategy Manager
Email:	Jeremy.smith@cambridgeshire.gov.uk
Tel:	01223 715483

1. PURPOSE

1.1 To consider:

- The results of public and stakeholder consultation into new and refreshed Local Transport Plan documents and Market Town Transport Strategies.
- The issues around the proposal to include a link road between Wyton Airfield and the A14 (Hartford to Godmanchester link road) contained within the Long Term Transport Strategy document.

1.2 To inform Members of the ongoing process to review and adopt the transport strategy documents, keeping them up to date as required by statute.

2. BACKGROUND

2.1 This report outlines strategy development work that has been undertaken or is planned in the following areas:

- Local Transport Plan (LTP) core documents update:
 - A new [LTP: Long Term Transport Strategy](#) (LTTS).
 - A refreshed [LTP: Policies and Strategy](#).
 - Updated Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Community Impact Assessment (CIA).
- A new [Wisbech Market Town Transport Strategy](#) (MTTS) document.
- A new [Huntingdon and Godmanchester MTTS](#) document.
- An evidence gathering process to inform the development of a new [Transport Strategy for East Cambridgeshire](#).
- The statutory requirement for the County's Rights of Way Improvement Plan (ROWIP) to be reviewed by March 2016.
- Future transport strategy development work that is planned for Fenland and Huntingdonshire.

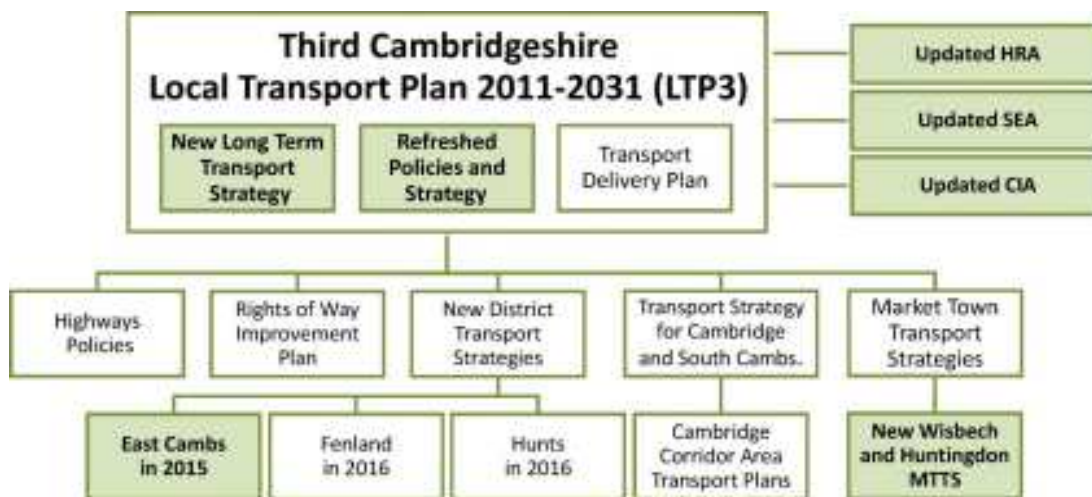
2.2 Public consultation was undertaken on the four new or refreshed policy documents noted above in June and July. The results of consultation are summarised, and more detailed analysis is included in **Appendix A**.

2.3 One particular proposal in the LTTS, a link road between Wyton Airfield and the A14 to the east of Huntingdon (described in the consultation draft of the LTTS as the Hartford to Godmanchester link road) attracted high levels of opposition, and a petition in relation to this issue is also being considered by this meeting.

Review and update of Transport Strategies in Cambridgeshire

2.4 The diagram below shows the framework of key transport policy documents, highlighting the new or updated documents that were the subject of public consultation and that are considered in this report.

2.5 The Third Cambridgeshire Local Transport Plan (LTP3) is the main strategic transport policy document for the County, and is required by statute ([Transport Act 2000](#) and [Local Transport Act 2008](#)). The guidance governing LTP3 requires it to be kept up to date. A new Long Term Transport Strategy and refreshed Policies and Strategy document have therefore been prepared to reflect changes since LTP3 was adopted in 2011.



2.6 In detail, these new documents:

- Support the new and emerging Local Plans for the districts of Cambridgeshire.
- Reflect the adoption of and content within the Transport Strategy for Cambridge and South Cambridgeshire.
- Reflect changes to the national programmes of road and rail improvements that impact on the County, including:
 - Highways Agency (HA) Route Strategies.
 - HA proposals to improve the A14 between Cambridge and Huntingdon.
 - Rail investment plans to 2019 and the Rail Prospectus for East Anglia.
- Reflect changes to the local transport funding environment, including:
 - Greater CambridgeCity Deal.
 - Greater Cambridge Greater Peterborough Strategic Economic Plan.
 - Cuts to LTP capital funding and to Council revenue funding by government.
- Reflect progress since 2011 and ensure that LTP3 remains current.

2.7 Market Town Transport Strategies have formed part of the LTP suite of documents since 2002. The first strategies for Wisbech and for Huntingdon and Godmanchester were both adopted in June 2003, and have not been reviewed until now.

Adoption of new transport strategy documents

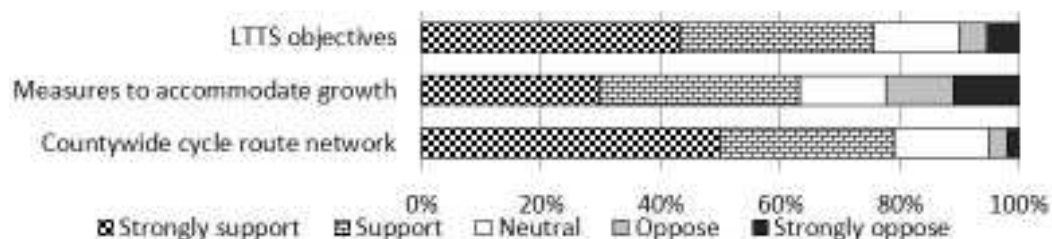
2.8 Revised drafts of the new LTP: Long Term Transport Strategy and the refreshed LTP: Policies and Strategy document will be brought to the 11 November meeting of the Economy and Environment Committee. Minor changes as a result of the public consultation will be incorporated, as will any changes as a result of this meeting. They will be recommended to Members for adoption as the core documents of the County Council's LTP3.

2.9 A separate paper to the same meeting will bring revised drafts of the Huntingdon & Godmanchester and Wisbech Market Town Transport Strategies for consideration, with a recommendation to Members for adoption as part of the Local Transport Plan suite of documents.

3. LTP: LONG TERM TRANSPORT STRATEGY

3.1 The Long Term Transport Strategy (LTTS) specifically seeks to identify the strategic infrastructure that is needed to support economic and housing

growth, and is a key part of the evidence base in support of the district's new / emerging Local Plans. Just over 700 people responded to the LTTS consultation, which identified broad support for the strategy, as shown below.



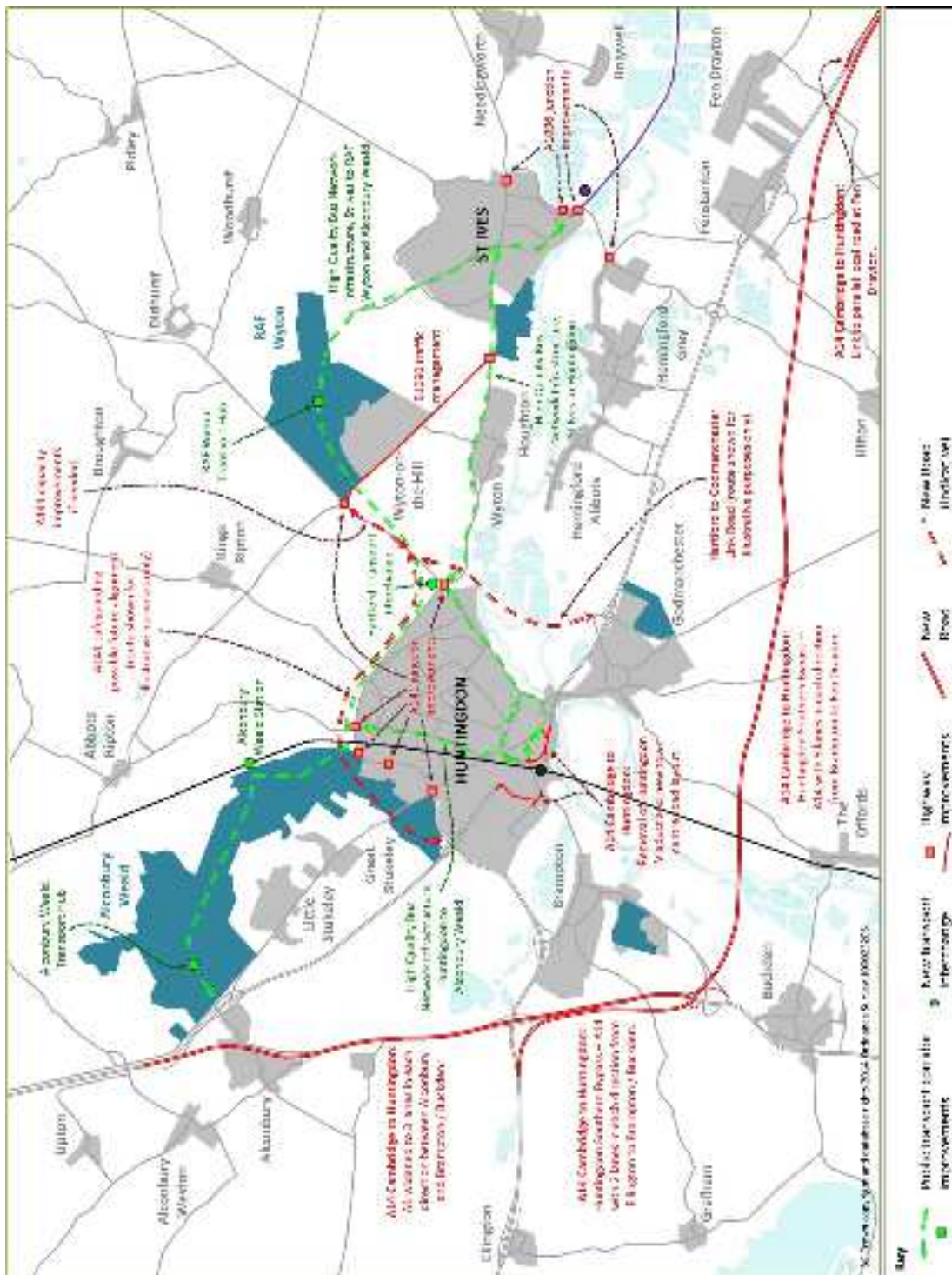
- 3.2 Strong support was noted for the reopening of the March to Wisbech railway, and for the government's proposals for East West Rail. Strong opposition was noted for the Hartford to Godmanchester link road, as discussed below. A number of comments made are proposed to be incorporated in the LTTS, particularly where they reflect issues of consistency with the Policies and Strategy document.

Comments on proposed link road in the consultation on the LTTS, LTP: Policies and Strategy and the Huntingdon and Godmanchester MTTS.

Topic area / concern		Number of comments
Comments received directly in response to the consultation expressing opposition (<i>including emails / letters received from public and organisations</i>)	Environmental / Wildlife	100
	Quality of Life	48
	Heritage / Landscape	34
	Strategic	22
	Flooding	17
	Pollution	7
	No reason given	3
Total		231
Valid addresses in petition organised by Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire in opposition to the scheme.		1,100+ (over 800 individual comments)
Comments expressing support for the scheme		3

4. Key Issue: Hartford to Godmanchester Link Road, Huntingdon

- 4.1 As part of the Long Term Transport Strategy, significant transport improvements are proposed in the Huntingdon and St Ives area to provide capacity for growth, including at Alconbury Weald (5,000 new dwellings and 8,000 new jobs) and Wyton Airfield (3,750 – 4,500 new dwellings and associated jobs growth). These measures are shown in the map below and the extracts from Figure 4.3 of the LTTS attached in **Appendix B** to this report.
- 4.2 The Hartford to Godmanchester Link Road relates primarily to the LTTS, but through the consultation process, comments were also made as part of responses on the LTP: Policies and Strategy and the Huntingdon and Godmanchester MTTS. The LTTS is the correct document for consideration of this issue. The MTTS primarily addresses more local issues, and will reflect and maintain consistency with the LTTS on more strategic issues. All comments on this issue, regardless of which document they related too, have been summarised in the analysis of the consultation.



- 4.3 The measures were developed in parallel with the development of the new Huntingdonshire Local Plan, and the LTTS will form part of the evidence base supporting the Local Plan through its submission and examination stages. The proposal for a link road between Hartford and Godmanchester across the floodplain of the River Great Ouse attracted particular attention in the public consultation.

Development of the LTTS package of measures in the Huntingdon / St Ives area

- 4.4 The Cambridge Sub Region Model (CSRM) was used to test the transport impacts of the growth strategy set out in the new Huntingdonshire Local Plan. The CSRM is a sophisticated land use and transport model that is used to

forecast the impacts of growth and of changes and improvements to the transport network. It covers Cambridge, South Cambridgeshire, East Cambridgeshire and Huntingdonshire, and part of the south of Fenland. Initial testing allowed an understanding of the key pressures on the local transport network with growth. Particular problem areas included:

- The A1123 between Huntingdon and St Ives.
- The A1096 between St Ives (A1123) and the A14.
- The A141 between Wyton Airfield and its junction with Ermine Street.

- 4.5 The CSRM was then used to test transport interventions that might bring new capacity to provide for the travel demand of growth. This work tested a wide number of schemes, singly and in combination. A comprehensive public transport strategy and comprehensive pedestrian and cycle links were a common factor in all of the options tested. The road options tested are detailed in **Appendix B** to this report.

Schemes taken forward into the LTTS

- 4.6 The modelling highlighted that there are no easy options to address the issues on the A1096 around St Ives. The modelling indicates that St Ives is the origin and destination for most of the trips in the area, and that through traffic is not the major contributory factor to the problems. The limited number of river crossings over the Great Ouse in Cambridgeshire is also a factor. The following schemes were taken forward in the consultation draft of the LTTS:

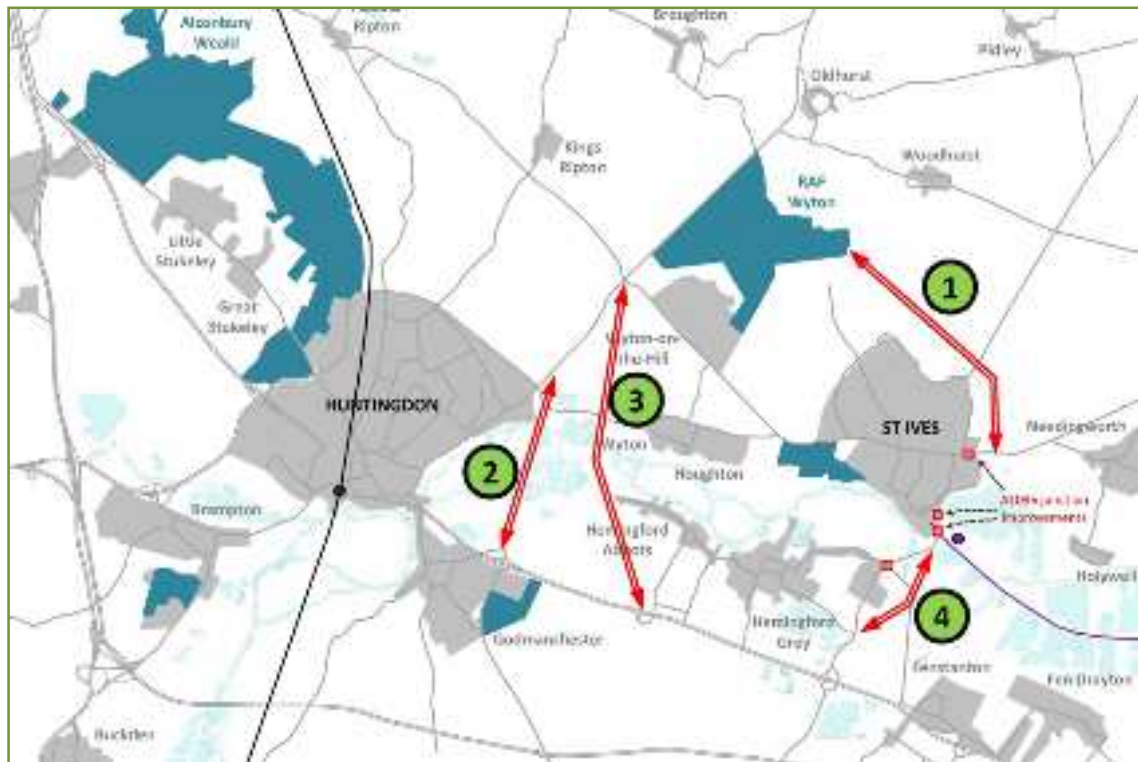
- **Junction improvements on the A141** between the A14 and B1090 will provide capacity for growth in the short to medium term.
- **Safeguarding of a new alignment for the A141** should it be needed in future. Despite the delivery of the A14 Cambridge to Huntingdon scheme, the A141 is likely to see capacity problems in the 2030s as a result of development at Alconbury Weald and Wyton Airfield.
- **Junction improvements on the A1096** would help ease traffic flows on the road. Options that increased capacity between the junctions have not been included in the LTTS, as the modelling indicates that even with major junction works it is still the capacity of the junctions that is constraining traffic flows.
- **A new link road between Wyton Airfield and the A14** between St Ives and Huntingdon would substantially address problems on the A1096, and also on the B1514 Hartford Road in Huntingdon, but will be challenging in terms of its environmental impacts and its potential impacts on Wyton, Houghton and the Hemingfords. Of the two options considered, the link road between Hartford and the A14 junction 24 at Godmanchester would be slightly less beneficial in transport terms, but might have slightly less environmental and other impacts (see also discussion below)..

Impact of the Link Road

- 4.7 The A1096 is currently operating at or near its capacity in peak periods, and modelling forecasts in a 'do minimum' scenario indicate that journey times in the busiest period (northbound in the evening peak hour) could increase by around 79% compared to journey times in 2011.
- 4.8 The package of measures in the LTTS (but without any major new road capacity between Wyton Airfield and the A14) would limit the increase in

journey times to around 47% over journey times in 2011. Several options for new road capacity between Wyton Airfield and the A14 were therefore tested. The options in the Huntingdon / St Ives area are shown illustratively on the map below, and impacts on the A1096 are summarised in the table below.

Link Road Options tested in the Huntingdon / St Ives area



Change in journey times in evening peak hour for northbound traffic on the A1096 between 2011 and 2031

Scheme		Change in journey times	Included in model run				
			Local Plan Housing	A14 scheme	LTTs Bus / Ped / Cycle	A1096 junction imps	A141 measures
'Do minimum'		+ 79%	✓	✓			
LTTs package without any major road capacity between Wyton Airfield and A14		+47%	✓	✓	✓	✓	✓
Interventions tested to address problems in St Ives and on A1096	1. St Ives Northern Bypass	+153%	✓	✓	✓	✓	✓
	2. Hartford to Godmanchester link road	+15%	✓	✓	✓	✓	✓
	3. Wyton Airfield to Hemingford Abbots link road	-3%	✓	✓	✓	✓	✓
	4. Re-routed A1096 to the east of St Ives	+157%	✓	✓	✓	✓	✓

- 4.9 The St Ives northern bypass option significantly worsens conditions on the A1096, but does lead to some improvements on the A1123. Overall, it does not address the problems.
- 4.10 The Wyton Airfield to Hemingford Abbots link road performs better in transport terms than the Hartford to Godmanchester link, and is the only option tested that might actually lead to improvements to traffic conditions on the A1096 compared to the present day.
- 4.11 A number of options further east of St Ives were also tested, but had no appreciable impact on traffic conditions in and around the town.

Consideration of issues raised by the Hartford to Godmanchester link road

- 4.12 In considering whether a link road should be taken forward in the LTTS, a number of issues might be considered.
- Has a route for the link road been identified?
No work has yet been undertaken to look at possible routes, other than the high level consideration noted in the fourth bullet of paragraph 4.6.
 - Is the scheme deliverable? Are the environmental impact issues sufficient on their own to rule out this scheme?
The scheme is technically deliverable. A separate detailed environmental assessment will be required for any major transport scheme that was progressed beyond the strategy stages towards delivery.
 - Are the traffic impacts of growth included in the new Huntingdonshire Local Plan such that the development would be considered unacceptable without this link?
The development at Alconbury Weald, Wyton Airfield and elsewhere in the Huntingdon and St Ives area has substantial impacts. The link road has been identified as part of the package of measures that may be needed to cater for the travel demand of the development. Without the link as part of the package, and in the absence of alternative measures to deal with the issues it addresses, the traffic impacts of Local Plan growth could be considered unacceptable.
 - Could the absence of a link road to address the impacts of growth on St Ives from the Long Term Transport Strategy cause problems for Huntingdonshire District Council taking its Local Plan through examination, and for the County Council in its support for the plan?
Yes.
 - Can public transport, cycling, and walking improvements, demand management measures and changes in working practices cater for a greater proportion of the local demand for travel than is assumed, both for new development and the existing settlements?
The link road has been identified as part of the package of measures that may be needed to cater for the travel demand of development. A large amount of additional work on the package and on the development and its travel characteristics will be needed before any decisions on individual interventions can be made. It is possible that alternative measures that address the problems that this scheme would address may be identified, and given the sensitivity of the issues involved and the high costs that would be attached to this link road, they would be sought. However, in the

absence of such identified alternatives, it would be premature to assume that the link road scheme will not be needed to support growth.

- Does the inclusion of the link road in the LTTS mean that the scheme is committed to be delivered?

No.

- Given that the modelling indicates that local demand for travel to and from St Ives is the major factor in the capacity issues on the A1123 and A1096, would a new route of this nature generate more traffic movements in the longer term, as the capacity that was freed was taken up by more local trips, negating the benefits? Such trips might better be catered for by walking, cycling and bus use.

This issue would be investigated as part of the detailed work to develop the package of measures.

- The scheme would be likely to come forward in the late 2020s / early 2030s at the earliest. Might there be a clear policy presumption against its consideration unless conditions on the local transport network were such that there was an overriding local demand and strong business case for its provision (particularly in the context of the previous three bullet points)?

Such a caveat might be included in the Long Term Transport Strategy.

- 4.13 Further modelling is planned to develop the LTTS package in the Huntingdon / St Ives area, to enable bids for funding to be made for schemes and packages to support growth, and to inform discussions with developers. This work would explore the transport and environmental impacts of options for the link road, and whether there are variants of the options considered that might deliver the greatest transport benefits and minimise environmental impacts. It would also review current work and look for alternative options to the link road.

Recommendations with regard to the Hartford to Godmanchester link road

- 4.14 There is a need to mitigate the transport impacts of development at Alconbury Weald, Wyton Airfield and in the wider area, but also to address public concern specifically relating to the Hartford to Godmanchester Link Road contained in the consultation draft of the LTP: Long Term Transport Strategy.
- 4.15 Members are asked to note the level of public concern over the impact of a link road, but to support the continued inclusion of a link road in the LTP: Long Term Transport Strategy. This does not commit the County Council to its delivery. The link road in the LTTS should be described as the Wyton Airfield to A14 link road, and it should be clarified that a route has not been identified.

5. REFRESHED LTP: POLICIES AND STRATEGY

- 5.1 A number of comments made in the consultation are proposed to be incorporated in the LTP: Policies and Strategy document. The main changes proposed would:

- Address minor points of consistency with the LTTS raised in the consultation.
- Update the context on the funding environment, reflecting changes since the consultation draft of the document was published, including in the three areas noted in the 4th main bullet in paragraph 2.6 above.

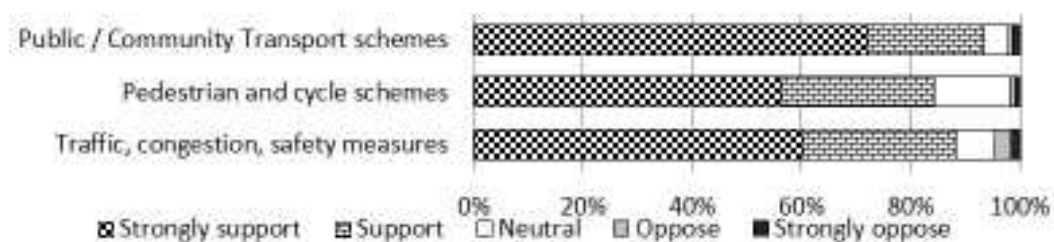
- 5.2 Many useful comments and suggestions for schemes and interventions will be taken forward for consideration as part of the development of district transport strategies (see para. 8.5) rather than in the LTP: Policies and Strategy.

Review of Strategic Environmental Assessment (SEA), Habitats Regulation Assessment (HRA) and Community Impact Assessment (CIA) of LTP3

- 5.3 When developing its Local Transport Plan, the County Council had a duty to undertake SEA, HRA and CIA. It is considered that there is no such requirement for the undertaking of SEA and HRA for the refresh of the plan, as the policy basis is unchanged. However, it was considered appropriate to update both the SEA and HRA so they could consider schemes that have emerged in the Transport Strategy for Cambridge and South Cambridgeshire and the LTTS since LTP3 was adopted in 2011.
- 5.4 The SEA and HRA identify issues with a number of interventions in the LTTS that will need to be considered and addressed in detail when schemes are brought forward. It is possible that this work will lead in future to schemes being removed from the LTP, LTTS or from other strategies should it not be possible to avoid unacceptable impacts or provide suitable mitigation.
- 5.5 Four consultees specifically commented on the SEA and HRA; these are, Natural England, Natural Cambridgeshire, English Heritage and the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire. The SEA Statement (which summarises the updated SEA) will be presented to Committee alongside the refreshed and new LTP documents in November.
- 5.6 The CIA has been updated and is included in **Appendix C** to this report.

6. WISBECH MARKET TOWN TRANSPORT STRATEGY

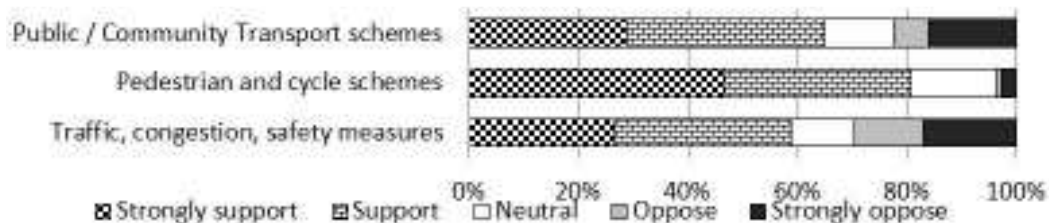
- 6.1 The development of the Wisbech MTTTS was guided by a steering group of County, District and Town councillors. At their meeting on 21 August, the steering group considered the results of the consultation, which showed wide support for the strategy as shown below.



- 6.2 Particularly strong support was shown for the reopening of the railway line between Wisbech and March. Around 230 people answered consultation questions on the strategy.
- 6.3 A revised strategy was presented to the steering group. The group requested a number of further small changes to the strategy, and endorsed it for adoption by the Economy and Environment Committee.

7. HUNTINGDON AND GODMANCHESTER MARKET TOWN TRANSPORT STRATEGY

- 7.1 The development of the Huntingdon and Godmanchester MTTTS was also guided by a steering group of County, District and Town councillors. At their meeting on 8 September, the steering group considered the results of the consultation, which showed wide support for the strategy as shown below. Around 200 people answered consultation questions on the strategy.



- 7.2 The steering group are broadly content with the strategy, subject to a number of minor amendments following the consultation. The Cabinet of Huntingdonshire District Council supported the publication of the strategy at its meeting of 17 July.

8. FUTURE WORK

Adoption of new strategy documents

- 8.1 Revised drafts of the new LTP: Long Term Transport Strategy and the refreshed LTP: Policies and Strategy document will be brought to the 11 November meeting of the Economy and Environment Committee. Minor changes as a result of the public consultation will be incorporated, as will any changes as a result of this meeting. They will be recommended to Members for adoption as the core documents of the County Council's LTP3.
- 8.2 A separate paper to the same meeting will bring revised drafts of the Huntingdon & Godmanchester and Wisbech Market Town Transport Strategies for consideration, with a recommendation to Members for adoption as part of the Local Transport Plan suite of documents.

Monitoring and review of the Local Transport Plan

- 8.3 To meet the requirements of the extant guidance on Local Transport Plans, it is proposed to bring a progress update on the two main policy documents (LTTS and Policies and Strategy) to the Economy and Environment Committee each November together with any recommended minor changes to ensure they remain up to date. If there are changes in circumstance that might require a more comprehensive review of the plan, these will be brought to the Committee prior to any substantial work taking place.
- 8.4 The Council's next Transport Delivery Plan (TDP) will formally fulfil the role of the LTP: Implementation Plan from 2015/16 and the current Implementation Plan document will be superseded at that point. As is the case now, the TDP will be considered annually as part of the Councils budget setting process.

Development of district based strategies

- 8.5 The nine current Market Town Transport Strategies will be incorporated into new district based strategies as noted in the table below. It is intended to

maintain a consistent policy context across each area, and to focus future reviews of these strategies on:

- Ensuring that the action plans for specific towns, corridors or areas remain relevant, address local needs and support growth.
- Setting the detailed policy basis to support the achievement of funding from developers and other sources to deliver transport improvements.

Strategy	MTTS incorporated	Timescale
Transport Strategy for Cambridge and South Cambridgeshire	-	Adopted March 2014
Transport Strategy for East Cambridgeshire	Ely	Adoption in 2015
Transport Strategy for Fenland	Chatteris, March, Whittlesey, Wisbech	Adoption in 2016
Transport Strategy for Huntingdonshire	Huntingdon, Ramsey, St Ives, St Neots	Adoption in 2016

Review of the Rights of Way Improvement Plan

8.6 Local authorities were required (by the [Countryside and Rights of Way Act 2000](#)) to adopt their first Rights of Way Improvement Plans (ROWIPs) by 21 November 2007, and to review and update them at least every ten years. Our [ROWIP](#) was adopted in March 2006 and incorporated in our second Local Transport Plan at the same time. The first review and update of the ROWIP therefore needs to be undertaken by March 2016. Government will not be issuing new guidance on the review of ROWIPs, but the Under Secretary of State for Water, Forestry, Rural Affairs and Resource Management has asked that in reviewing their plans, authorities:

- Specifically consider access to woodland, as well as other land types, and consider how to improve provision for cyclists, equestrian and disabled users.
- Consider the Department for Transport's forthcoming Cycling and Walking Delivery Plan.
- Continue to consider the needs of disabled users when preparing ROWIPs and improve disabled access on Rights of Way.
- Continue to work with Local Access Forum (as required by legislation) when reviewing their ROWIPs.

8.7 Officers do not consider that a full review of the ROWIP is required, but that an update to consider progress since 2006, and reflect current circumstances would be appropriate. Work will be programmed in 2015/16 with a view to bringing an updated ROWIP to Committee for adoption by March 2016 at the latest.

9. ALIGNMENT WITH CORPORATE PRIORITIES

Developing the local economy for the benefit of all

9.1 The report above sets out the implications for this priority in paragraph 3.1, and throughout as it relates to transport strategies supporting growth in the District Council's local plans.

Helping people live healthy and independent lives

- 9.2 Transport policy – or specifically, the infrastructure and services that are delivered in response to policy – is critical in maintaining accessibility to key services that enable people to live healthy and independent lives.

Supporting and protecting vulnerable people

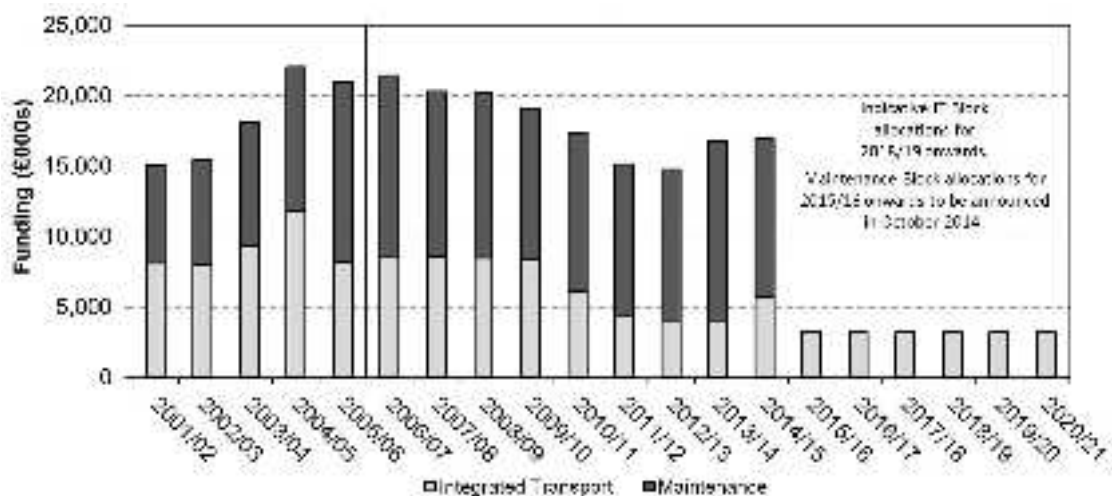
- 9.3 The challenges set out in the LTP: Policies and Strategy document address this issue in some detail, particularly in regard to safety and security.

10. SIGNIFICANT IMPLICATIONS

Resource Implications

- 10.1 The following bullet points set out details of significant implications identified by officers:

- The capital programme contained within the LTP: Long Term Transport Strategy has a massive cost associated with it, but is necessary to support planned economic and housing growth across Cambridgeshire.
- Core capital funding for local transport improvements direct to Local Highway Authorities has been cut significantly since 2010 (see graph below). Spending power in real terms on integrated Transport improvements has reduced by over 75% since 2001/02.



- There is typically a revenue cost associated with the development of major transport schemes for consideration for government funding that is 'at risk' to the council until such a time as capital funding is confirmed. Even at the stage at which approval and funding is granted, there is often no ability to reclaim scheme development costs.
 - The Greater Cambridge City Deal gives the ability to cover early stages of scheme development from the overall funding package.
 - The Growth Deal programme which is currently the main source of local transport funding from government has less scope for work of this nature to be funded, and is further complicated by the Council being one step removed from the bidding process (which is through LEPs).
- These strategy documents provide a policy basis against which we can bid for funding for our transport programme from government and other bodies and for negotiations with developers for either direct provision of or for contributions towards provision of transport infrastructure and services.

Statutory, Risk and Legal Implications

10.2 The following bullet points set out details of significant implications identified by officers:

- The County Council as Local Highway Authority (LHA) has a statutory duty ([Transport Act 2000](#) and [Local Transport Act 2008](#)) to have a Local Transport Plan.
- The County Council has reviewed and updated the Strategic Environmental Assessment and Habitats Regulations Assessment of LTP3. These documents are required by statute only when a new plan is developed, but it was considered appropriate to update them with the refresh of LTP3.
- The LTP: Long Term Transport Strategy has been developed alongside the new and emerging Local Plans for Cambridge city and the four districts of Cambridgeshire. While the LTP is not a Local Plan document, the LTP: Long Term Transport Strategy is an important part of the evidence base supporting the Local Plans. The lack of strong policy position on transport would be a risk to the Local Plans.
- The County Council has a statutory duty ([Countryside and Rights of Way Act 2000](#)) to have a Rights of Way Improvement Plan (ROWIP).
 - The ROWIP was adopted as part of the LTP in March 2006, and by statute, should be reviewed no more than ten years after adoption.
- Funding and decision making structures for local transport are being moved away from LHAs by government.
 - The current process of achieving government funding for major transport schemes is through LEP Strategic Economic Plans. Effectively this means a two stage bidding process. Substantial elements of Local Growth Fund (LGF) money which the LEPs are bidding for have been top sliced from funding that was previously allocated directly to local authorities as grant.
 - The GCGP LEP does not have transport expertise in house, and relies upon the LHA's (Cambs, Peterborough and Rutland) for advice.
 - The LGF money is not ring fenced for transport. The two stage bidding process and lack of ring fence has a significantly higher risk associated with it than the previous funding system, and has higher costs in time and money for local authorities in seeking funding.

Equality and Diversity Implications

10.3 The Community Impact Assessment into the Third Cambridgeshire Local Transport Plan has been reviewed and updated alongside the development of the LTP: Long Term Transport Strategy and the refresh of the LTP: Policies and Strategy (see **Appendix C**).

Engagement and Consultation Implications

10.4 The report above sets out details of significant implications throughout, in regard to the results of the public consultation exercise undertaken into the draft transport strategy documents.

Localism and Local Member Involvement

10.5 The following bullet points set out details of significant implications identified by officers:

- The development of the LTP: Long Term Transport Strategy was overseen by the Cambridgeshire & Peterborough Joint Strategic Planning & Transport Member group.
- The development of the Huntingdon & Godmanchester and Wisbech Market Town Transport Strategies was overseen by member steering groups made up of local county, district, town and parish councillors.
- Public consultation on the four strategies noted in paragraph 2.1 took place in June and July of this year, and is the topic of this report.

Public Health Implications

- 10.6 The LTP: Policies and Strategy document addresses health issues including air quality, noise, accident reduction, access to health care and the health benefits of active travel.

Source Documents	Location
<p>The LTP: Long Term Transport Strategy can be viewed at: http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/5</p> <p>The LTP: Policies and Strategy, Strategic Environmental Assessment, Habitats Regulations Assessment, Community Impact Assessment and Rights of Way Improvement Plan can be viewed at http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies</p> <p>The Wisbech MTTs and Huntingdon and Godmanchester MTTs can be viewed at: http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/3</p>	<p>A-Wing second floor, Castle Court, Shire Hall, Cambridge</p>

Appendix A: 'Transport Strategies Consultation': Report analysing the response to the June / July 2014 consultation

See separate document.

Appendix B: LTP: Long Term Transport Strategy– Huntingdon / St Ives

Scheme / programme	Delivery timescale	Indicative cost
Huntingdon, St Ives, Alconbury Weald and RAF Wyton development, Huntingdonshire		
A14 Cambridge to Huntingdon improvement. See LTTS page 4-3.	By 2019	Up to £1,500M
High Quality Bus Network Infrastructure, St Ives (Busway) to RAF Wyton and Alconbury Weald. A high quality bus corridor providing quick and reliable journeys between the end of the Busway at Station Road St Ives and the Enterprise Zone at Alconbury.	To be determined	Directly funded by developer
High Quality Bus Network Infrastructure, St Ives (Busway) to Huntingdon. A high quality bus corridor providing quick and reliable journeys between the end of the Busway at Station Road St Ives and Huntingdon town centre / station.	To be determined	To be determined - funding from various sources
High Quality Bus Network Infrastructure, Alconbury Weald to Huntingdon. A high quality bus corridor providing quick and reliable journeys between the Enterprise Zone at Alconbury and Huntingdon town centre / station.	To be determined	
Alconbury Weald station. A new station at Alconbury Weald on the East Coast Main Line (this would be one of the two transport hubs for Alconbury Weald noted above).	To be determined	Rail industry / developer funded
Alconbury Weald Transport Interchange. A second transport interchange to the west / centre of the Alconbury Weald / Enterprise Zone site to serve the new development.	To be determined	Directly funded by developer
RAF Wyton Transport Interchange. A transport interchange in the centre of the new settlement at RAF Wyton.	To be determined	Directly funded by developer
Hartford Transport Interchange. A transport interchange to intercept car trips and provide access to the St Ives to Wyton and Alconbury and St Ives to Huntingdon High Quality Bus Network routes.	To be determined	To be determined
A141 capacity enhancements around Huntingdon. Junction capacity enhancements on the A141 Huntingdon northern bypass at the following locations. <ul style="list-style-type: none"> Ermine Street. Washingley Road. St Peter's Road. A1123 Huntingdon Road / B1514 Main Street. B1090 Sawtry Way. 	To be determined	To be determined – funding from various sources
A141 Alconbury Weald / Enterprise Zone southern access. A new access junction for Alconbury Weald on the A141 to the west of the bridge over the East Coast Main Line.	To be determined	Directly funded by developer
A141 future Huntingdon Bypass alignment. The safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass. This route would separate the strategic and local functions of the current route, and provide capacity for further growth. It would only be delivered if conditions on the network required it, or if it were needed to support growth.	Late 2020s / early 2030s if needed	To be determined
Hartford to Godmanchester Link Road. A new link road between the A141 to the north of the A1123 Huntingdon Road / B1514 Main Street junction and the B1044 Cambridge Road, Godmanchester.	To be determined	To be determined
A141 capacity improvements between the B1090 Sawtry Way junction and the A141 future Huntingdon Bypass alignment if needed. Capacity upgrades on the existing A141 alignment between Huntingdon and RAF Wyton if needed in concert with the A141 future Huntingdon bypass (see above).	Mid 2020s	To be determined

Scheme / programme	Delivery timescale	Indicative cost
A1096 capacity enhancements around St Ives. Junction capacity enhancements on the A1096 around St Ives at the following locations. <ul style="list-style-type: none"> Low Road. Busway. Meadow Lane. Compass Point. 	To be determined	To be determined
B1090 traffic management. Measures to manage speed and capacity of traffic on the B1090 Sawtry Way. Precise details of measures to be undertaken to be considered in tandem with the development of detailed proposals for RAF Wyton site access in the context of the interventions noted above.	To be determined	To be determined
Wider Huntingdon / St Ives area pedestrian / cycle network. A comprehensive network of high quality pedestrian / cycle routes linking the new town with key destinations in Huntingdon, St Ives, Alconbury Weald, RAF Wyton and the surrounding ring of villages.	To be determined	To be determined

Major road capacity interventions that were tested in the Cambridge Sub Region Model in support of development in the Huntingdon and St Ives area

Interventions on the existing road network in the Huntingdon / St Ives area

- Junction improvements on A1096 between the A14 and A1123. **Scheme included in LTTS consultation draft.**
- Junction improvements on A141 between the A14 and B1090. **Scheme included in LTTS consultation draft.**
- Dualling of northern section of A1096 between the A1123 and Meadow Lane.

New roads in the Huntingdon / St Ives area

- A141 new alignment between A14 and B1090, retaining the old road for local access to the west and north of Huntingdon. **Scheme included in LTTS consultation draft.**
- Access road from Wyton Airfield to the A1123 to the immediate east of St Ives.
- New alignment for southern section of A1096 between Busway junction and Marsh Lane, bypassing the Hemingford Road junction.
- A new road between Wyton Airfield and the A14 junction 25 (Rideaway / New Road, the Hemingfords).
- A new road between Hartford and the A14 junction 24 at Godmanchester. **Scheme included in LTTS consultation draft.**

Interventions to the east of St Ives

These options were tested to see longer distance traffic from the north could be routed away from the St Ives, to the benefit of traffic conditions in St Ives. They have not been taken forward as part of the LTTS package for the Huntingdon / St Ives area as they are not forecast to deliver any significant benefits for the area.

- New road link between the A142 at Sutton and the B1050 at Longstanton, replacing the existing B1381 and B1050, and bypassing, Sutton, Earith and Willingham
- New road link between the A10 south of Stretham and the A142 west of Witchford (in association with improvements to the A10 linked to the proposed new town at Waterbeach Barracks.
- New road link between Wyton Airfield and the B1050 at Longstanton.

Appendix C: Community Impact Assessment

Directorate / Service Area		Officer undertaking the assessment	
Economy, Transport and Environment / Transport and Infrastructure Policy and Funding		Name: Dearbhla Lawson	
Service / Document / Function being assessed		Job Title: Head of Transport and Infrastructure Policy and Funding	
Third Cambridgeshire Local Transport Plan (LTP3) refresh, incorporating the production of new Long Term Transport Strategy		Contact details: dearbhla.lawson@cambridgeshire.gov.uk	
Business Plan Proposal Number (if relevant)			
Aims and Objectives of Service / Document / Function			
<p>The Third Local Transport Plan (LTP3) is being refreshed to reflect new information, the current funding environment and development aspirations as set out in the emerging Local Plans. This involves the review of the Policies and Strategy document and the production of a new Long Term Transport Strategy, and includes public consultation on the refreshed / new documents.</p> <p>It should however be noted that the objectives, challenges and policy direction of the LTP3 have not been changed. The broad aims of the strategies and plans are to improve transport in Cambridgeshire to support economic growth, mitigate the transport impacts of the growth agenda and help protect the area's distinctive character and environment.</p> <p>The consultation will seek feedback from members of the public and stakeholders on the refreshed LTP: Policies and Strategy and new LTP: Long Term Transport Strategy. This feedback will be used to help shape the documents before they get adopted by the County Council.</p>			
What is changing?			
<p>The LTP3 is being refreshed to reflect new information, the current funding environment and development plans, and to incorporate the Transport Strategy for Cambridge and South Cambridgeshire and the draft Long Term Transport Strategy. It should however be noted that the objectives, challenges and policy direction of the LTP3 have not changed. An Equality Impact Assessment (EqIA) was carried out for the first version of the LTP3 in 2011.</p>			
Who is involved in this impact assessment?			
e.g. Council officers, partners, service users and community representatives.			
<p>Council officers have carried out this CIA but a wider range of stakeholders and members of the public will have an opportunity to comment on the LTP3 refresh during June and July 2014 when the draft document will be consulted upon through staffed events and via an online survey.</p>			

What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age	✓		
Disability	✓		
Gender reassignment	✓		
Marriage and civil partnership	✓		
Pregnancy and maternity	✓		
Race	✓		

Impact	Positive	Neutral	Negative
Religion or belief	✓		
Sex	✓		
Sexual orientation	✓		
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation	✓		
Deprivation	✓		

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

Positive Impact

As:

- the LTP3 objectives meet the council's priorities and remain unchanged,
- the council will be seeking responses from as many people as possible to the public consultation,
- everybody's views will be treated equally, and will be considered as the final strategies are developed,
- key stakeholders will be made aware of the consultation as well as members of the public through a wide variety of different channels, and
- consultation materials will be made available in other formats if requested;

there is a positive impact on all protected characteristics.

It should be noted that the LTP3 sets out at a high level, transport schemes planned for delivery. As these schemes are confirmed and funding sources secured, more detailed individual CIAs will be carried out as necessary. The council's priorities and LTP3 objectives are linked and listed below. The links between the council's priorities and the LTP objectives are also shown.

Council's priorities:

- Supporting and protecting people when they need it most - we will provide a safety net for vulnerable people until they can take back control of their own lives. Our support will be targeted to those most in need and where we do provide support, it will be to help people towards independence.
- Helping people to live independent and healthy lives in their communities - we want people to be in control of their own lives, as individuals and as part of their community.
- Developing our local economy for the benefit of all - We will help people to access the support they need to get the jobs being created in Cambridgeshire – supporting children and young people to stay in learning and providing a range of options for adults. Across the county, we'll ensure that people can travel safely and are able to access economic opportunities.

LTP Objective 1

Enabling people to thrive, achieve their potential and improve their quality of life.

LTP Objective 2

Supporting and protecting vulnerable people.

LTP Objective 3

Managing and delivering the growth and development of sustainable communities.

LTP Objective 4

Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.

LTP Objective 5

Meeting the challenges of climate change and enhancing the natural environment.

Council Priorities and LTP Objectives

Council Priorities	LTP Objectives				
	1	2	3	4	5
Supporting and protecting people when they need it most	✓	✓✓			
Helping people to live independent and healthy lives in their communities	✓✓	✓✓	✓✓		✓
Developing our local economy for the benefit of all			✓✓	✓✓	✓

Negative Impact

Neutral Impact

Issues or Opportunities that may need to be addressed

Community Cohesion

If it is relevant to your area you should also consider the impact on community cohesion.

A wide range of groups will be made aware of the consultations that are carried out, and can feed into the consultation. A list of groups contacted can be made available if required.