

**HUNTINGDON AND GODMANCHESTER MARKET TOWN TRANSPORT STRATEGY**

*To:* **Cabinet**

*Date:* **17<sup>th</sup> September 2012**

*From:* **Executive Director: Economy, Transport and Environment**

*Electoral division(s):* **Brampton and Kimbolton, Godmanchester and Huntingdon East, Huntingdon, The Hemingfords and Fenstanton, Warboys and Upwood**

*Forward Plan ref:* **Not applicable** *Key decision:* **No**

*Purpose:* **To inform Members of the need to extend the timescales of the existing Market Town Transport Strategy until the new strategy is adopted.**

*Recommendation:* **That Cabinet:**

- a. Notes and comments on the report.**
- b. Approves the extension to the timeframe for the existing Market Town Transport Strategy until July 2014 until a new strategy is adopted.**

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## **1. BACKGROUND**

- 1.1 The current Huntingdon and Godmanchester Market Town Transport Strategy (MTTS) was adopted in 2003. The MTTS provided a programme of integrated transport initiatives up until 2011, and possibly beyond depending upon the pace of proposed development.
- 1.2 On 18th July 2011, the Huntingdonshire Traffic Management Area Joint Committee (AJC) approved the intention to review and update the MTTS. This would allow the strategy to reflect proposals that have been implemented; new pressures or opportunities that have arisen, particularly from developments; and any changes in context, such as the status of proposed improvements to the A14 since the previous strategy was adopted.
- 1.3 On 9<sup>th</sup> July 2012, Huntingdonshire AJC approved extending the timeframe of the MTTS until July 2014, whilst work continues in the meantime in developing a revised strategy.

## **2. EXTENDING THE TIME PERIOD OF THE EXISTING STRATEGY**

- 2.1 The MTTS has resulted in a number of transport improvements in the towns, including:
  - Improved rail / bus interchange at Huntingdon railway station
  - Route 1 – Godmanchester to Town Centre (cycling and walking measures)
  - Contra-flow bus lane
  - Route 2 – Sapley to Town Centre (cycling and walking measures)
  - Godmanchester to Huntingdon safety improvements
  - Route 3 – Brampton to Town Centre (cycling and walking measures)
  - Ermine Street safety improvements
  - A1198 / London Road junction safety improvements
  - St Peters Road safety improvements
- 2.2 The MTTS is also vital for securing Section 106 and other funding towards mitigating the impacts of development through transport improvements in Huntingdon and Godmanchester
- 2.3 To help towards funding new infrastructure requirements, the Community Infrastructure Levy (CIL) is also now in place as a new mechanism to raise funds from most types of developments to help pay for new infrastructure requirements of development. S106 agreements will remain in use for local infrastructure requirements for site specific matters and further obligations could also be required for larger scale major development sites with more than 200 units.
- 2.4 A new Transport Strategy is currently being prepared for this area, and this will cover a longer time period to 2036 to ensure integration with the Local Plan. However this new strategy is not expected to be adopted until late 2013. Given that the current strategy was expected to cover the period to 2011 (and beyond depending on pace of development), it is important to ensure clarity that this strategy remains the appropriate strategy for this area until the new one is adopted. As such there is a need to now formally extend the time

period of the existing strategy to cover the time until the new strategy is in place.

- 2.5 This will help to ensure no ambiguity and help ensure that the MTTS can continue to be used to secure Section 106 funds and that these funds can continue to be spent on schemes contained within the existing strategy.
- 2.6 Extending the time period will help to ensure that funding will continue to be secured, so that key schemes can be implemented, and transport and access in Huntingdon and Godmanchester will continue to be improved while the new strategy is being developed.
- 2.7 It is therefore proposed that the timeframe of the existing strategy is extended until the new Strategy is adopted or July 2014 (the timescale agreed by AJC) to cover the period until the new strategy is adopted.

### **3. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING**

#### **3.1 Developing the local economy for the benefit of all**

The MTTS includes a range of schemes which will provide improved access, allowing people to access employment and services that they need.

#### **3.2 Helping people live healthy and independent lives**

The MTTS includes a range of cycling, walking and public transport schemes. Encouraging use of these modes of transport, rather than the private car will help to improve people's health. Bus journeys for example, often include a walking or cycling element. These schemes will improve the travel options available to the public, allowing them to live more independent lives.

#### **3.3 Supporting and protecting vulnerable people**

Schemes in the MTTS will enable improvements to be made to the transport network, and will address safety issues and travel mode choice.

#### **3.4 Ways of Working**

The following bullet points set out implications identified by officers for:

- Developing our leadership role: There are no significant implications for this Way of Working.
- Working at the local level: Local members have commented on the proposals and it has been presented at Huntingdonshire Traffic AJC.
- Investing in growth: Investment in the schemes in the MTTS will provide access to employment and services, therefore contributing to economic growth and benefiting the community.

### **4. SIGNIFICANT IMPLICATIONS**

#### **4.1 Resource and Performance Implications**

There are no significant implications for any of the prompt questions within this category.

## **4.2 Statutory, Risk and Legal Implications**

There are no significant implications. Extending the timescale will help to ensure that the Strategy remains in place until a new one is adopted and that there is no ambiguity regarding the plan.

## **4.3 Equality and Diversity Implications**

There are no significant implications for any of the prompt questions within this category.

## **4.4 Engagement and Consultation**

There has been engagement with Members and the Huntingdonshire Traffic AJC to consider, and approve, the proposal in this report.

## **4.5 Health**

There are no significant implications for any of the prompt questions within this category.

<b>Source Documents</b>	<b>Location</b>
Huntingdon and Godmanchester Market Town Transport Strategy	Transport and Infrastructure Policy & Funding, 2 <sup>nd</sup> Floor A Wing, Castle Court Shire Hall, Cambridge