

**Hertfordshire County Council Draft Local Transport Plan (LTP4):
Consultation November 2017**

Response by Cambridgeshire County Council

1. Introduction and Background

- 1.1. Hertfordshire County Council are consulting the public and other interested parties on their draft Local Transport Plan between 31st October 2017 and 23rd January 2018.
- 1.2. Cambridgeshire County Council welcomes the opportunity to respond to the draft Local Transport Plan and these comments have been prepared by officers, in consultation with partner authorities and elected members in the wards adjacent to Hertfordshire.
- 1.3. North east Hertfordshire and south west Cambridgeshire share a common boundary in the vicinity of Royston with significant travel between the two counties along the A505, A10 and A1198 corridors.
- 1.4. The town of Royston lies in close proximity to the southern boundary of Cambridgeshire, bordering the district of South Cambridgeshire. Many South Cambridgeshire villages surrounding the town use Royston as their nearest local centre using many essential services including for grocery shopping and for medical appointments. Many Cambridgeshire residents commute to Royston for work, notably the Royston industrial site located to the west of Royston station, or interchange at Royston train station for onward connections to London or Cambridge. Some Royston residents also commute into Cambridgeshire to various employment sites, of which Melbourn Science Park is the most notable in the cross-border area. The north east of Hertfordshire and south west Cambridgeshire are therefore an intensely interconnected economic area and increasingly south Cambridgeshire schools are taking more pupils from the Royston area.
- 1.5. The two counties also share a common interest in the improvement of national and major interurban railway lines. The East coast mainline links London Kings Cross with the north east of England and Scotland, with calling points used by Cambridgeshire residents at Peterborough and Stevenage (in Hertfordshire). In addition, the West Anglia main line, from London Liverpool Street, and the Great Northern railway line, from London Kings Cross, travel through Hertfordshire and link into stations in Cambridgeshire, including the main rail hub of Cambridge station.
- 1.6. Transport proposals in Hertfordshire could therefore potentially have a large impact on the transport network in Cambridgeshire and this document sets out the County Council's proposed response to the consultation.
- 1.7. Each comment in the following section is prefixed by 'support', 'comment' or 'information' to clarify the status of each comment.

2. Consultation comments

- 2.1. SUPPORT: Cambridgeshire County Council (the Council) broadly supports the themes, objectives and principles set out in Hertfordshire's draft Local Transport Plan (LTP) which aligns with the vision of the Transport Strategy for Cambridge and South Cambridge as well as the approach of the Cambridgeshire and Peterborough Interim Local Transport Plan (June 2017).
- 2.2. SUPPORT: The Council supports Hertfordshire's draft LTP approach to accelerate the transition from a previously largely car based strategy to a more balanced approach, encouraging a switch from predominantly single occupancy private car to more sustainable transport.
- 2.3. SUPPORT: Officers agree that a transport strategy that seeks to cater for future increase in traffic demand by increasing highway capacity alone will be expensive, difficult to deliver and environmentally damaging, as well as largely ineffective due to extra capacity being taken up by suppressed demand. Catering for increases in future travel demand will require stronger support for active modes, passenger transport and traffic demand management measures where appropriate.
- 2.4. SUPPORT: The Transport User Hierarchy set out in the draft LTP and its consideration in all future transport scheme design is supported as is the recognition that the plan needs to be aware of change and adaptable to changes brought about by emerging technology.
- 2.5. COMMENT: *Figure 3.6 Significant County Commuter Patterns (page 23)* shows the main commuter patterns in and around Hertfordshire but the diagram shows no significant movement between Hertfordshire and south Cambridgeshire near Royston. Officers are aware of high levels of commuting and school related trips within this cross-border area and support it being identified within Corridor 7 (page 99) but would also recommend this being illustrated in figure 3.6 and identified in the supporting text.
- 2.6. COMMENT: *Policy 6: Accessibility (page 56)*, Hertfordshire County Council continuing to support the community transport provider in the Royston area is welcomed as this also serves some of the south Cambridgeshire villages close to the border, which use Royston as their local centre. Officers also recommend that Hertfordshire be mindful of the wider catchment area for primary care services delivered by the three Royston General Practitioner (GP) practices which take a large number of patients from South Cambridgeshire. The catchment area extends 10km into South Cambridgeshire from the Royston practices and in addition these practices refer patients to Addenbrooke's hospital which has transport implications for Hertfordshire residents. Of note, these three GP practices fall within the Cambridgeshire and Peterborough Clinical Commissioning Group area rather than the East and North Hertfordshire Clinical Commissioning Group.
- 2.7. SUPPORT: Three of the corridors outlined in the LTP, namely *Corridor 3 (London – Stevenage – Peterborough)*, *Corridor 4 (London- Harlow – Stansted – Cambridge)* and *Corridor 7 (Stevenage – Cambridge)* are of interest to local residents. The Council supports the scheme priorities and strategic approach for these corridors, particularly the enhancement in rail capacity and service on the West Anglia Main line as a result of four tracking and the Crossrail 2 schemes (Corridor 4, page 97), and the desire to increase rail mode share between Royston and Cambridge (Corridor 7, page 99).

- 2.8. **SUPPORT:** The concept of Royston being identified as a Cycle Infrastructure Improvement Town is supported and officers welcome the opportunity to continue the partnership working to improve sustainable travel access between Royston and Cambridge and the surrounding villages. Work will continue with Hertfordshire and the Greater Cambridge Partnership to work towards completion of the proposed new pedestrian/cycle bridge over the A505 on the Royston to Cambridge cycleway scheme and on a new shared use path along the A10 to Melbourn.
- 2.9. **COMMENT:** Officers are mindful that growth aspirations in the North Hertfordshire Local Plan should consider growth in Cambridgeshire and mitigate for any transport problems that may arise. It is not clear what strategic transport evidence has been produced that demonstrates the impact of the North Hertfordshire Local Plan within Cambridgeshire and the Council would like this evidence to be provided.
- 2.10. **COMMENT:** South Cambridgeshire District Councillors have raised the issue of safety at the A505 / Station Road priority junction at Odsey, which is of great concern to local residents. The Council would like to see this junction included in a wider transport study for the A505, particularly given the proposed housing growth in Baldock and Royston, which will result in higher traffic flows on the A505 through this junction.
- 2.11. **INFORMATION:** On a related issue, the Cambridgeshire and Peterborough Combined Authority and partners are commissioning an A505 Strategic Transport Study between Royston and the A11 at Granta Park. The aims of this study will be to better understand options to deliver transport and safety improvements to address current issues and manage future demand on the A505 between Royston and the A11, and on surrounding feeder routes including the operation of M11 Junction 10. Officers would welcome close working with Hertfordshire County Council on this study.
- 2.12. **INFORMATION:** Finally, the Council recommends that Hertfordshire be mindful of other future Cambridgeshire studies and schemes adjacent to the county boundary that may have cross boundary impacts. Details of these will be published on the Combined Authority or Greater Cambridgeshire Partnership websites as they progress.

<https://www.cambridgeshire.gov.uk/>
<https://www.greatercambridge.org.uk/>
<http://cambridgeshirepeterborough-ca.gov.uk/>

3. Summary

- 3.1. County Council officers and partners are responding to the Hertfordshire draft LTP consultation given the potential impact of the strategy and proposals on the transport network in Cambridgeshire.
- 3.2. Officers broadly support the themes, objectives and principles set out in the draft Local Transport Plan but recommend future close working and coordination on cross boundary transport issues. In summary, the Council:
- Would welcome a greater focus on the important transport and service links between Royston and South Cambridgeshire villages in the border area.
 - Supports the continued community transport provision in Royston.
 - Recommends that Hertfordshire be mindful of the wider catchment area for primary care services delivered by the three Royston General Practitioner practices which

take a large number of patients from South Cambridgeshire and also refer patients to Addenbrooke's hospital. This in turn has transport implications for Hertfordshire residents.

- Supports Royston as a Cycle Infrastructure Improvement Town.
- Welcomes the continued partnership working on the Royston to Cambridge cycleway scheme, in particular the proposed new pedestrian/cycle bridge over the A505, and the A10 to Melbourn shared use pedestrian/cycle link.
- Would like to see the strategic transport evidence that has been produced to demonstrate the impact of the North Hertfordshire Local Plan within Cambridgeshire.
- Would like to see options at the A505 / Station Road junction at Odsey investigated to address safety concerns.
- Draws Hertfordshire's attention to the proposed Cambridgeshire funded A505 to A11 Royston to Granta Park Strategic Transport Study and would welcome Hertfordshire's involvement in this study.