

LOCAL TRANSPORT PLAN (LTP) DEVELOPMENT

- **NEW WISBECH MARKET TOWN TRANSPORT STRATEGY (MTTS).**
- **NEW HUNTINGDON AND GODMANCHESTER MARKET TOWN TRANSPORT STRATEGY (MTTS).**

To: Economy and Environment Committee

Meeting Date: 11 November 2014

From: Graham Hughes, Executive Director, Economy and Environment

Electoral division(s): All

Forward Plan ref: 2014/013 **Key decision:** Yes

Purpose: To adopt the refreshed new Wisbech and Huntingdon and Godmanchester Market Town Transport Strategies.

- New Wisbech Market Town Transport Strategy (MTTS).
- New Huntingdon and Godmanchester Market Town Transport Strategy (MTTS).

Recommendation: Committee is asked to:

- a) Adopt the new Wisbech Market Town Transport Strategy as part of Cambridgeshire Local Transport Plan 2011-2031.
- b) Adopt the new Huntingdon and Godmanchester Market Town Transport Strategy as part of Cambridgeshire Local Transport Plan 2011-2031.

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1. BACKGROUND

- 1.1 The Wisbech Market Town Transport Strategy (MTTS) and the Huntingdon and Godmanchester MTTS form part of the Third Cambridgeshire Local Transport Plan (LTP3). The LTP is the main strategic transport policy document for the County, and is required by statute (Transport Act 2000 and Local Transport Act 2008).
- 1.2 Market Town Transport Strategies have been developed by the County Council in partnership with the district councils and town and parish councils. There are adopted strategies for nine towns; Chatteris, Ely, Huntingdon and Godmanchester, March, Ramsey, St Ives, St Neots, Whittlesey and Wisbech. They seek to identify the main transport issues in the towns and set out action plans to address them. As well as looking at current issues, they identify measures to mitigate the impacts of planned growth on the local transport network. The strategies reflect the priorities of the Local Transport Plan as well as support the objectives set out in relevant district's Local Plan.
- 1.3 The action plans contain packages of local improvements. Core funding for the action plans comes from the County Council's Integrated Transport budget from government. The strategies are also used in negotiations with developers for funding, and as the basis for bids for funding from other sources. Major transport schemes are included in the action plans where they are needed, but are typically too large to be delivered through the Council's core transport budgets due to their scale and the high costs typically associated with them. Schemes of this scale are included in the Council's LTP: Long Term Transport Strategy.
- 1.4 The first Market Town Transport Strategies for Wisbech and for Huntingdon and Godmanchester were both adopted in June 2003, and have not been reviewed until now.

2. THE STRATEGY DOCUMENTS

- 2.1 The results of public and stakeholder consultation into the strategies were reported to the 21 October meeting of this committee. Following the consultation and the October meeting, revised documents have been prepared and are presented in **Appendix A** (Wisbech MTTS) and **Appendix B** (Huntingdon and Godmanchester MTTS) to this report.

WISBECH MARKET TOWN TRANSPORT STRATEGY

- 2.2 The development of the Wisbech MTTS was guided by a steering group of County, District and Town councillors. The following issues were identified in the strategy development:
 - Access to services and public transport in Wisbech
 - Rural Accessibility
 - Traffic, congestion and road safety
- 2.3 Details regarding these issues were obtained from evidence which included:
 - Public data gathering surveys
 - Discussions with local elected members
 - Census data
 - Transport modelling

- 2.4 The strategy includes an action plan which identifies the following types of measures as solutions:
- Local Highways improvements
 - Walking and cycling improvements
 - Bus service improvements
 - Communications activity
 - Feasibility studies for major transport improvements
- 2.5 The evidence base for the Wisbech MTTS included Transport modelling studies undertaken in partnership with Fenland District Council. Through this study a traffic model was built to assess many different scenarios for growth. As part of this work a set of mitigation measures to address the impacts of planned growth were tested, and they have now been included in the MTTS.
- 2.6 Following the public consultation, 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.

HUNTINGDON AND GODMANCHESTER MARKET TOWN TRANSPORT STRATEGY

- 2.7 The development of the Huntingdon and Godmanchester MTTS was also guided by a steering group of County, District and Town councillors. The following issues were identified in the strategy development:
- Access to services and public transport in Huntingdon
 - Congestion during peak hours
 - Catering for forthcoming housing development
- 2.8 Details regarding these issues were obtained from evidence which included:
- Public data gathering surveys
 - Discussions with local elected members
 - Census data
 - Transport modelling
- 2.9 The strategy includes an action plan which identifies the following types of measures as solutions:
- Local Highways improvements
 - Walking and cycling improvements
 - Bus service improvements
 - Communications activity
- 2.10 The steering group are broadly content with the strategy, subject to a number of minor amendments following the consultation. Huntingdonshire District Council's Cabinet supported the publication of the strategy at its meeting of 17 July.

3. FUTURE WORK

Development of district based strategies

3.1 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

4. ALIGNMENT WITH CORPORATE PRIORITIES

Developing the local economy for the benefit of all

4.1 Both strategies seek to reduce congestion and improve accessibility. Both of these objectives have economic benefits for local residents and the wider Cambridgeshire economy.

Helping people live healthy and independent lives

4.2 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

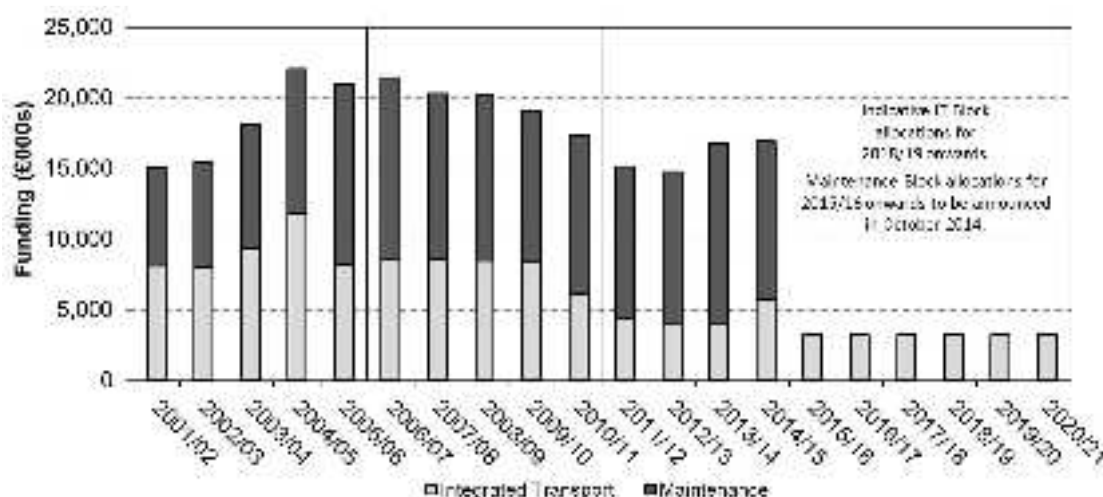
4.3 The challenges set out in the strategies and in the wider LTP documents address this issue, particularly in regard to safety, security and accessibility.

5. SIGNIFICANT IMPLICATIONS

Resource Implications

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

- 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.



- 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

- 5.2 There are no significant implications within this category.

Equality and Diversity Implications

- 5.3 The MTTS documents form part of the LTP suite of documents. The Community Impact Assessment for the LTP has been reviewed and updated to take into account the development of the Wisbech MTTS and Huntingdon and Godmanchester MTTS (along with the refresh of the LTP: Policies and Strategy and development of a new LTP: Long Term Transport Strategy), and is included in **Appendix C**.

Engagement and Consultation Implications

- 5.4 The consultation on the strategies is noted above, and was discussed in detail at the 21 October meeting of this Committee.

Localism and Local Member Involvement

- 5.5 The following bullet points set out details of significant implications identified by officers:
- 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 MTTS documents took place in June / July 2014.

Public Health Implications

- 5.6 The wider 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 Wisbech MTTS and Huntingdon and Godmanchester MTTS are appended to this report, but can also be viewed at: http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/3</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>A-Wing second floor, Castle Court, Shire Hall, Cambridge</p>