

Agenda Item No: 8.

TO ESTABLISH A TRANSPORT STRATEGY HUNTINGDONSHIRE MEMBER STEERING GROUP AND APPOINT MEMBERS TO IT

To: Economy and Environment Committee

Meeting Date: 11 July 2019

From: Steve Cox, Executive Director - Place and Economy

Electoral division(s): Huntingdonshire

Forward Plan ref: n/a **Key decision:** No

Purpose: To consider the establishment of the Transport Strategy Huntingdonshire Steering Group and to appoint two Cambridgeshire County Councillors and nominate one substitute to the Steering Group

Recommendation: It is recommended that the Economy and Environment Committee:

- a) approve the establishment of the Transport Strategy Huntingdonshire Steering Group based on its draft Terms of Reference attached as appendix 1 to this report, and
- b) appoint two County Councillors and nominate one substitute to the Transport Strategy Huntingdonshire Steering Group.

Officer contact:		Member contacts:	
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1. BACKGROUND

- 1.1 Prior to the establishment of the Cambridgeshire and Peterborough Combined Authority (CPCA) and when Cambridgeshire County Council (CCC) was the local Transport Authority, CCC started creating district transport strategies for the Cambridgeshire districts to feed into the Local Transport Plans and Local Plans. The first district transport strategy produced was for South Cambridgeshire District Council and Cambridge City Council to aid the City Deal (now Greater Cambridge Partnership) bid, which was in turn successful. The South Cambridgeshire and Cambridge City transport strategy also supported growth within the area addressing transport needs.
- 1.2 From this success it was decided to create a districtwide transport strategy for each of Cambridgeshire's districts starting with East Cambridgeshire District Council (ECDC), then Fenland District Council (FDC) and finally Huntingdonshire District Council (HDC).
- 1.3 The districtwide transport strategies would supersede the dated Market Town Transport Strategies (MTTS) and also include a greater focus on the more rural parts of the Districts that were not covered by the MTTSs.
- 1.4 The Transport Strategy Huntingdonshire (TSH) will look to incorporate much of what the MTTS's did on a districtwide scale, within this the strategy will consider the below as the key towns:
 - Huntingdon
 - St Ives
 - St Neots
 - Ramsey
- 1.5 The TSH will also consider the whole of the district and transport needs outside of the key Market towns listed above.

2. MAIN ISSUES

- 2.1 The Transport Strategy Huntingdonshire will provide a strategy to manage the future growth of Huntingdonshire identified in the Huntingdonshire Local Plan.
- 2.2 The strategy will aim to combine and update the MTTSs created several years ago and create a single document to base future development and growth from. A number of studies will be included within the strategy and the aim of the document will be to address all modes of transport within the district.
- 2.3 It is proposed that a Member Steering Group is established to ensure Local Member involvement throughout the study. A similar steering group was set up for the Transport Strategy for East Cambridgeshire and one is currently developing the Fenland Transport Strategy.
- 2.3 Further information can be found in the attached Terms of Reference document that will be presented to the Steering Group members at the first meeting. It is envisaged that the Steering Group will make recommendations to the County Council's Economy and Environment Committee and to Huntingdonshire District Council's Cabinet.

3. ALIGNMENT WITH CORPORATE PRIORITIES

3.1 A good quality of life for everyone

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

- The primary focus of the TSH is to enable growth in the area. This is both housing and employment growth which would be to the benefit of all local residents.
- Additional aims are to reduce congestion and improve safety across the area which will result in economic benefits, along with encouraging modal shifts to sustainable transport options.

3.2 Thriving places for people to live

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

- The primary focus of the TSH is to enable growth in the area. This is both housing and employment growth which would be to the benefit of all local residents.

3.3 The best start for Cambridgeshire's children

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

- A focus of the TSH will be around road safety and access to key services such as education this will have benefit to Cambridgeshire's children

4. SIGNIFICANT IMPLICATIONS

4.1 Resource Implications

There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category in the establishment of the Steering Group. Implications of the Transport Strategy Huntingdonshire itself will be considered as part of the strategy development process.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

There are no significant implications within this category.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: Gus De Silva
Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?	Yes Name of Legal Officer: Fiona McMillan
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Sarah Silk
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes or No Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
none	

APPENDIX 1

TSH Terms of Reference

Member Steering Group: Terms of Reference

1. Background

The Member Steering Group (MSG) has been established to assist in the review and development of the Huntingdonshire Transport Strategy. The existing Market Town Transport Strategies have reached the end of their life span and therefore a new strategy is needed.

2. Membership

Name	Reason for Membership
	Lead Transport Officer HDC
	Transport Officer HDC
Jack Eagle (JE)	Principal Transport Officer CCC
James Barwise (JB)	Lead Transport Officer CCC
Thomas Fisher (TF)	Transport Officer CCC
Robbie Arnold (RA)	Graduate Transport Officer CCC

3. Purpose

- 3.1 The main role of the group will be to provide guidance regarding the general direction of the strategy, representing the concerns of local residents and ensuring that a long term vision for transport is established. The group will also be asked to input their local knowledge of transport and other issues, particularly regarding access to services within the key market towns (Huntingdon, St Ives, St Neots and Ramsey) and the surrounding areas.
- 3.2 The group will comment on and provide guidance on the content of the consultation material, draft strategy and final strategy but will not be responsible for decision making on the final strategy. Huntingdonshire District Council will be closely involved in the development of the strategy, which when completed, will go to approval from the Economy and Environment Committee at Cambridgeshire County Council before being adopted into policy.
- 3.3 To ensure that the County, District and Town Councils are all involved in the development of the strategy, the group will represent their respective authorities and play a role in disseminating information back to fellow Members where appropriate. Representatives from parish councils will provide input on the wider area.

4. Aims

- To give officers a steer on the key transport and access issues affecting Huntingdon, St Ives, St Neots and Ramsey, and the surrounding areas, and the solutions that could help to solve them.
- To give officers a steer on particular stakeholders and groups of people that should be involved in the development of the strategy.
- To give officers a steer on the development of the strategy.

5. Outcomes

A draft strategy will be presented to Huntingdonshire District Council's Cabinet for approval and to Cambridgeshire County Council's Economy and Environment Committee for adoption as policy.

6. Objectives of the Strategy

The Member Steering Group agreed that the Strategy should share objectives with the Local Transport Plan, whilst local objectives should also be set.

a) Local Transport Plan (LTP) objectives

- Enabling people to thrive, achieve their potential and improve their quality of life.
- Supporting and protecting vulnerable people.
- Managing and delivering the growth and development of sustainable communities.
- Promoting improved skill levels and economic prosperity across the county, helping people into jobs and encouraging enterprise.
- Meeting the challenges of climate change and enhancing the natural environment.

As Districtwide Transport Strategies form part of the LTP, the LTP's user hierarchy is also noted, which guides the setting of priorities and allocation of funding:

- i. Pedestrians
- ii. Cyclists
- iii. Public transport
- iv. Specialist service vehicles (e.g. emergency services, waste collection, disabled drivers)
- v. Other motor vehicles

b) Local objectives

- To enhance the transport linkages between the market towns and the surrounding areas.
- Improve health and wellbeing of people across the whole district.
- Great Ouse Crossings.
- Support and enhance the economy of the district.
- Make travel safer in Huntingdonshire, reducing road accidents and increasing safety for pedestrians and cyclists.
- Promote modal shift / sustainable travel in Huntingdonshire.
- Protect the historic and natural environment.

7. Timescales

The Member Steering Group agreed that the Strategy should cover a 5-year period from its adoption. It is currently expected that the Strategy will be adopted in Spring 2020. When the Transport Strategy has been adopted by the County Council this Steering group will be dissolved.

8. Decision making process

The Member Steering Group can make decisions outside of meetings by email when appropriate.

9. Substitutes

Meetings of the group will always be arranged to fit in with Members' existing diary commitments as far as possible. If however, it is not possible to arrange a meeting so that everyone is able to attend, it will be organised so there is at least one representative from each of Cambridgeshire County Council, Huntingdonshire District Council and a representative from each market town. Members are welcome to nominate a substitute.

10. Chair

Nomination of a chair will be discussed at the first MSG meeting.

11. Frequency of meetings

Meetings should occur once every four months, and may coincide with committee meetings where necessary.

Towards the conclusion of the Strategy development process, meetings may have to fit in with committee meetings at both Cambridgeshire County Council and Huntingdonshire District Council.

12. Distribution of Notes / Minutes

Notes and actions arising from the meeting will be taken by an officer either from Cambridgeshire County Council or Huntingdonshire District Council, and circulated to the group after the meeting.