



**CAMBRIDGESHIRE
& PETERBOROUGH**
COMBINED AUTHORITY

The Cambridgeshire and Peterborough Local Transport Plan

The Cambridgeshire and Peterborough Local Transport Plan

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Mayor's Foreward

Devolution and the creation of the Combined Authority has brought the opportunity to deliver major transport projects for Cambridgeshire and Peterborough previously thought out of reach.

New rail stations at Soham and Cambridge South, a new rail link to Wisbech, a dualled A47 and A10, a third crossing over the River Great Ouse, and new possibilities for reform the bus network, including through franchising, are among our priority projects. The latest business case work on the Cambridgeshire Autonomous Metro has found it is needed, is deliverable, and offers a compelling economic case, where up to £4 in economic benefits will be returned for every £1 invested. It would be a first-of-its-kind scheme for the UK.

These projects have drawn much attention, but should not be viewed in isolation. The Local Transport Plan is the strategic document that will set the context for these schemes and how they align with our wider goals of reducing congestion, shortening commutes, speeding up journey times, improving the environment, connecting more people with job opportunities and delivering infrastructure that supports much-needed, well-planned new housing and the continued growth of our economy.

The formulation of the Local Transport Plan will be a first for Cambridgeshire and Peterborough. The starting point is that we will never be able to meet our ambitions for growth without joined up thinking in planning for better transport infrastructure. The findings of the Cambridgeshire and Peterborough Independent Economic Review laid down the challenges we must tackle, but also the potential for the future of our economy if we tackle those challenges head-on.

The Local Transport Plan should be visionary, it should be ambitious and it should challenge us. But it also must be deliverable.

It will decisively set out what we want our transport network to look like over the coming decades and the principles behind it. I want a truly integrated world class transport network, where there is no longer a dependence on using the private car because public transport offers a genuinely more reliable, affordable and convenient option. I want to see new transport infrastructure delivered before significant numbers of new homes are built. I want a network that links more people to good jobs within a 30-minute commute. I want to see healthier journeys by cutting emissions to as close to zero as possible, while also encouraging active lifestyles through cycling and walking. We should aspire to a transport network that actually protects and enhances the environment. And we want a transport system with safety built-in, with a vision for zero fatalities or serious injuries.

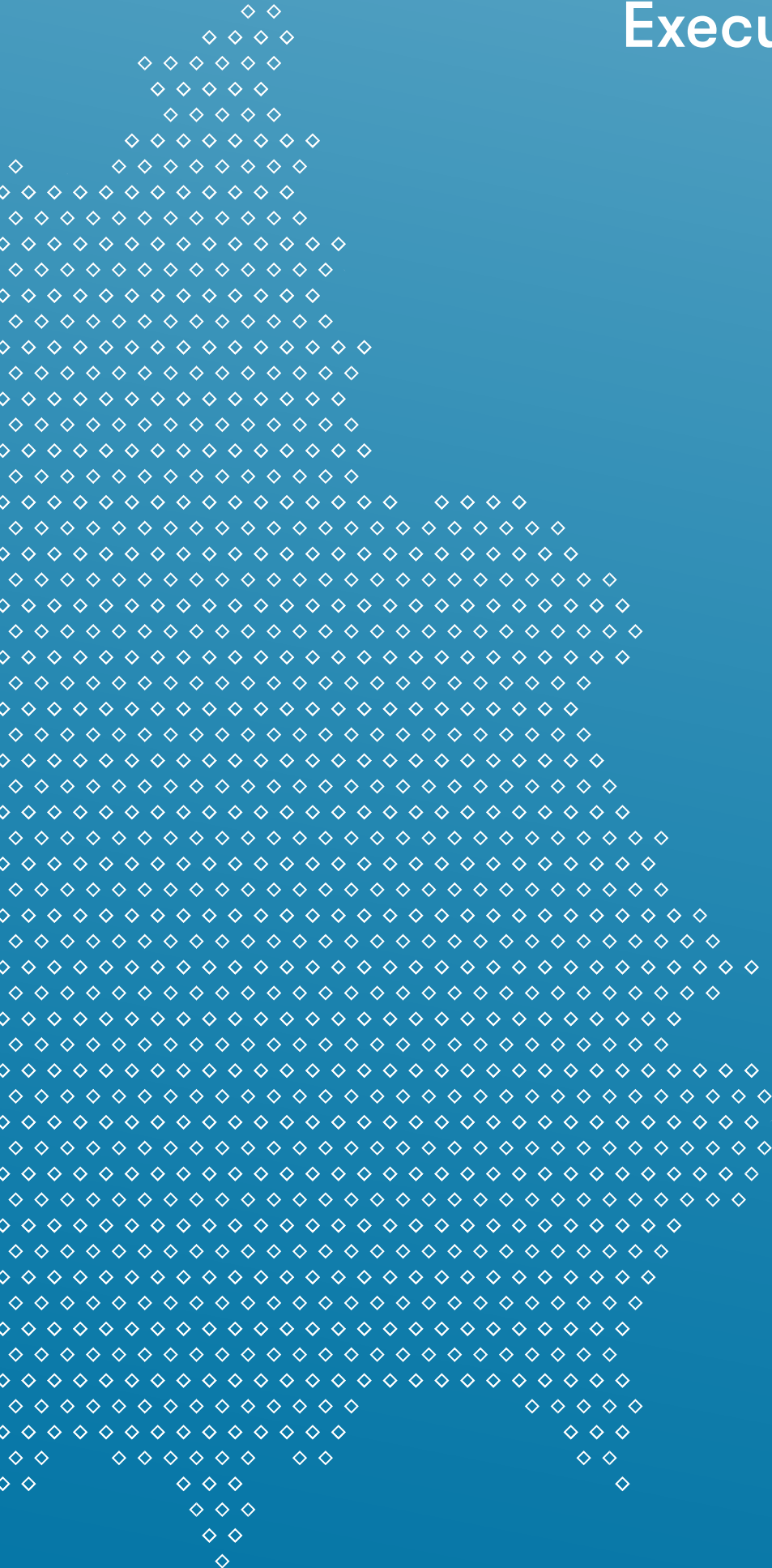
Our consultation will be an exciting and powerful conversation about all of these issues. The Local Transport Plan is being developed in partnership with local authorities and key organisations like Network Rail and Highways England. Our public consultation is the opportunity for the public and other stakeholders to give their views on our draft document, and the key principles behind our long term transport strategy. It will also be their chance to tell us what they think should be our transport priorities over the coming decades. Transport is something that effects everyone, whether it is road and rail users, bus passengers, or cyclists and pedestrians, so the input of the public is important

This is a key strategic pillar shaping the future of Cambridgeshire and Peterborough and one of the primary building blocks supporting our ambitions for future growth.

I'm very much looking forward putting this strategy into action.

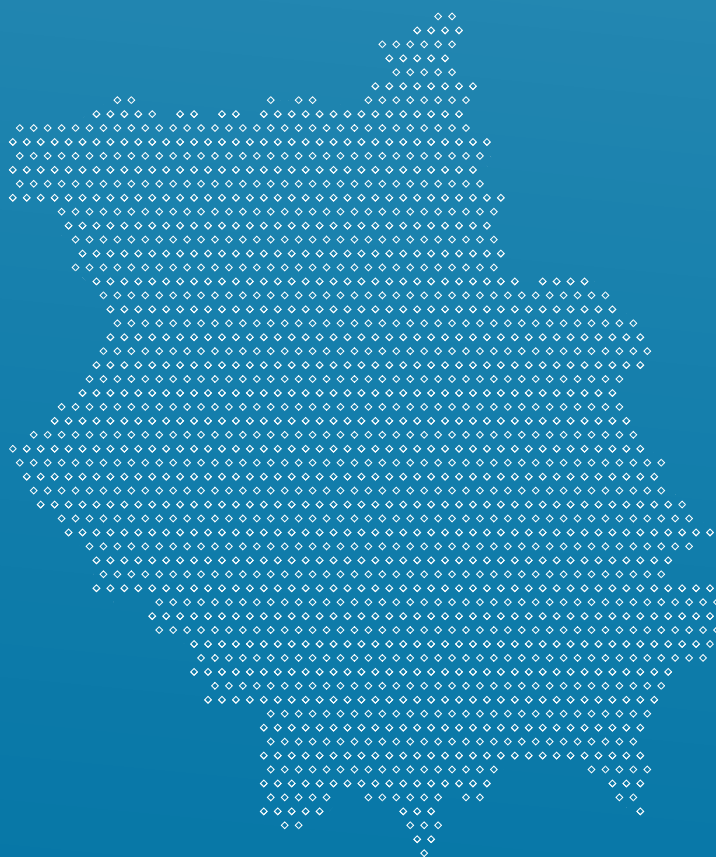
James Palmer
Mayor for Cambridgeshire and Peterborough

Executive Summary





Executive Summary



This is the first Local Transport Plan for Cambridgeshire and Peterborough. It replaces the Interim Local Transport Plan, which was published in June 2017 and which was based upon the existing Local Transport Plans for Cambridgeshire (Local Transport Plan 3) and Peterborough (Local Transport Plan 4).

The Plan describes how transport interventions can be used to address current and future challenges and opportunities for Cambridgeshire and Peterborough. In doing so, it sets out the policies and strategies needed to secure growth and ensure that planned large-scale development can take place in the county in a sustainable way.

This Local Transport Plan has been produced in partnership with Peterborough City Council, Cambridgeshire County Council, the Greater Cambridge Partnership, and the city and district councils of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire. In addition, engagement has taken place throughout with several of central government's arm's length bodies such as Highways England and Network Rail, as well as neighbouring transport and highway authorities. In addition to working with public sector partners, our work has also been informed by wider stakeholder consultation, including with transport operators, industry groups; and community organisations.

The Plan is split in to two main parts:

- ◇ This draft Local Transport Plan sets out the vision, goals and objectives (which will define the strategic approach up to 2050) and the policies designed to deliver the objectives. A summary of The Plan is provided in this Executive Summary.
- ◇ The Transport Delivery Plan (2019 to 2035) explains how we will deliver the Local Transport Plan strategy - essentially a business plan. It details our programmes for the delivery of improvements to the transport network, and for its day-to-day management and maintenance. The Transport Delivery Plan will be prepared during the public consultation on the draft Local Transport Plan. It will identify:
 - the phasing of schemes and initiation of new policies;
 - lead sponsors for delivery along with key delivery partners;
 - known and potential funding and financing sources/options; and
 - key risks and deliverability.



Public consultation

This draft document has been produced for public consultation, which will run for fifteen weeks in the summer of 2019. During this time, key stakeholders including Local Authorities, statutory bodies and members of the public, will have the opportunity to comment on the content of the Local Transport Plan.

The Plan is accompanied by the following draft documents:

- ◆ Strategic Environmental Assessment (SEA);
- ◆ Habitats Regulation Assessment (HRA); and
- ◆ A Community Impact Assessment (CIA), incorporating a Health Impact Assessment (HIA), and an Equality Impact Assessment (EqIA) compliant with the Equality Act 2010.

Given the large quantity of information contained within this plan, the materials have been designed to be modular. For those seeking a broad overview of our strategy, reading this Executive Summary should suffice. For those requiring additional detail regarding our plans for transport across Cambridgeshire and Peterborough, Chapters 1 and 2 give an area-wide perspective. Additional local detail (by district) is then contained within Chapter 3 and Appendix A. Our policies are summarised in Chapter 4, with further detail contained in The Cambridgeshire and Peterborough Local Transport Plan: Our Policies annex.

Details of the consultation process, the key questions that we are inviting feedback upon, and the ways in which you can respond are provided in the accompanying consultation leaflet and on the Combined Authority website.

Policy alignment

The Local Transport Plan has been developed in tandem with a range of other documents to ensure consistency with local, regional and national strategic priorities. Policies have been assessed to ensure coherence with national, regional and local policy; and all schemes, programmes and initiatives will be required to align similarly as they are developed.

The scale of opportunity for economic growth and development is defined by the Cambridgeshire and Peterborough Independent Economic Review (CPIER), the Combined Authority Growth Ambition Statement, and the strategic goals and priorities of the Combined Authority. The spatial context for the strategy is provided by the Non-Statutory Spatial Framework and current Local Plans. In addition, the Local Transport Plan has built on the body of work of, and priority transport schemes included within the Mayor's Interim Transport Strategy Statement, previous Local Transport Plans, the work of the Greater Cambridge Partnership, and Local Planning Authorities' Local Plans.

Phase 1 of the Non-Statutory Spatial Framework reflects current levels of growth forecast and allocated in existing Local Plans with time horizons out to the early / mid 2030s. CPIER and Phase 2 of the Spatial Framework look out to 2050, and the Local Transport Plan supports this longer-term and higher level of ambition for economic growth and development.

The timing of the development of the Local Transport Plan is opportune. It has been developed concurrently with the documents listed above to respond to the challenges and opportunities detailed in CPIER and the Growth Ambition Statement. Alongside the Local Industrial Strategy and Non-Statutory Spatial Framework, this Local Transport Plan completes the suite of documents which articulate the Combined Authority's response to CPIER.

It also provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will inform the next round of Local Plan development being embarked upon imminently, and as the overarching spatial strategy for Cambridgeshire and Peterborough continues to develop, so it may be necessary to refresh the Local Transport Plan accordingly. The Combined Authority will work closely with its partners in spatial planning and the delivery of transport priorities to identify the most appropriate time to refresh the Local Transport Plan over the coming years.

Vision

The Combined Authority's vision for this Local Transport Plan is:

To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all

The vision is intended to capture the aspirations for Cambridgeshire and Peterborough's transport network, reflecting future ambition to provide:

- ◇ 'A world-class transport network' – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors.
- ◇ 'Sustainable growth' – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life and protects or enhances the environment.
- ◇ 'Opportunity for all' – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.

Goals

Our goals are intended to outline (at a high level) what wider outcomes we want the transport network in Cambridgeshire and Peterborough to achieve. They are:

- ◇ Economy: Deliver economic growth and opportunity for all our communities.
- ◇ Society: Provide an accessible transport system to ensure everyone can thrive and be healthy.
- ◇ Environment: Protect and enhance our environment and tackle climate change together.

Objectives

The objectives of the Local Transport Plan underpin the delivery of the goals, and form the basis against which schemes, initiatives, and policies will be assessed. They address the challenges and opportunities inherent in accommodating growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making. The objectives of the Local Transport Plan are described in Table i.



Table i Local transport plan objectives



Economy



Housing

Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues



Employment

Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the region's prosperity



Business & Tourism

Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports



Resilience

Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability



Safety

Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries

Society



Accessibility

Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all



Health & Wellbeing

Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles



Air Quality

Ensure transport initiatives improve air quality across the region to exceed good practice standards



Environment

Deliver a transport network that protects and enhances our natural, historic and built environments



Climate Change

Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change



Overarching strategy

Our region is both large and diverse: 850,000 residents and 42,000 business call Cambridgeshire and Peterborough home, in an area covering some 340,000 hectares. It is home to a wide range of communities, settled in diverse geographical and social settings – from the cities of Peterborough and Cambridge, to large market towns and a network of rural villages and hamlets.

Developing a unified transport strategy for the whole region is complex. At its core, is providing choices in the way we travel to be less reliant on the car and ensuring we put our communities – the places we live, work and visit – first in the planning and investment in our transport network. Integrated transport and spatial planning, investment in high quality public realm in our town and city centres, safe and attractive walking and cycling infrastructure, accessible and frequent public transport and with innovative new transport modes designed to enhance mobility will all play an important role in helping achieve our ambition for healthy, thriving communities in Cambridgeshire and Peterborough.

Our strategy will also help to deliver on the Combined Authority's strategic ambition to become the UK's capital of innovation and productivity, and to double the size of its economy from £22 billion Gross Value Added (GVA) to £40 billion over the next 25 years. Improving journey times, both by road and rail, and reliability is important for businesses to access their markets, collaborators and supply chains. Improving journey times will also help to increase the geographical catchment from which to draw growing workforces, helping businesses to realise their full potential for growth.

Enhancing our transport network and creating new journey opportunities that do not solely rely on the private car is key to preventing congestion from worsening, and to accommodate new and existing journeys as sustainably as possible. Large-scale investment in public transport, including a

rapid transit network for Cambridgeshire and a new rail link to Wisbech, coupled with improved highway links, from the Parkway network in Peterborough to the A47 and A10 corridors, will provide extra capacity for people to travel and support our regions' growth.

Investment in world-class walking and cycling facilities, including a network of segregated cycleways and new bridges over the River Nene, Cam and Ouse, will create sustainable travel opportunities, reducing traffic flows and improving air quality through encouraging people to walk or cycle rather than drive for shorter journeys. Investment across the region in transport technology, research and innovation, and deployment, will ensure that the area is globally renowned for being forward-thinking and progressive regarding mobility and movement – putting the region at the forefront of tackling one of the Government's Industrial Strategy Grand Challenges – the future of mobility.

The Combined Authority has also stated its ambition for everyone to have access to a good job within easy reach of home. To achieve this will require not only an increasing level of jobs, but also provision of high-quality housing and commercial spaces within and near existing communities to accommodate a growing population and workforce. The Combined Authority is supporting the region's Local Planning Authorities in targeting more than 90,000 new jobs and over 100,000 new homes by 2036, as outlined in their adopted Local Plans.

The transport network has a role to provide access to sites for housing and employment, as well as increasing the capacity and connectivity of the overall transport network to accommodate the extra journeys from more households and to many more jobs, aligned with other investment in digital connectivity, energy supplies and other utilities, and skills, housing, and other civic infrastructure and business support.

Growth will be inclusive, truly sustainable and spread evenly across the entirety of the area, creating a place where all members of our community contribute to, and benefit from, our area's growth and success. Currently, employment, amenities and prosperity are predominantly centred in and around the cities of Cambridge and Peterborough, but these cities also contain significant areas of deprivation, and Cambridge has the most uneven income distribution of any UK city. Our proposals will help to spread success across our region, ensuring that all our residents benefit from growth wherever they live.

Many rural areas have poor public transport connectivity, reducing the opportunities to access employment opportunities, key services, and amenities. For people without the use of a car, including young people, those on low income or for people with disabilities, these challenges are exacerbated. For future gains in productivity and economic growth to benefit all our residents, investment in sustainable modes of transport will be prioritised, as this will ensure the network is safe and accessible, integrated and well-connected for all people who move to, from, within and through the region.

By providing real choices for how people travel, we will promote social mobility, inclusive growth and improve health: a key driver for productivity. Transport will play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Investment in our sustainable transport network will facilitate improved access to education and skills provision, including for those without access to a car.

Our approach, including a commitment to environmental net gain through investment in transport, will support our communities to become high quality, sustainable environments where people want to live. Reducing the need to travel, and distances travelled, through integrated land use, transport planning, investment in digital and mobile connectivity and energy supply, will be a central pillar in meeting local and national ambitions to significantly reduce greenhouse gas emissions by 2050.



Our priority schemes

This Local Transport Plan is forward-focussed and visionary, with strategic objectives that will need to be achieved if the vision is to succeed. These objectives underpin the delivery of the Local Transport Plan and form the basis against which schemes have been assessed. They are described below with a selection of key schemes to illustrate how they will be delivered.

Figure i shows the Combined Authority's priority transport schemes. These have been designed to align with the major development sites across the region – sites that transport investment will help unlock to recognise the economic potential of the region.

Transport and the economy

First, we want to connect all new and existing communities sustainably, so residents can easily access a good job within 30 minutes, spreading the region's prosperity. The transport network across the area is already of a good quality, but there remain significant areas for improvement. As much as possible, we want to encourage mode transfer from the private car to public and 'active' transport modes, ultimately aiming to reduce 'car dependency'.

Traffic congestion is the most frequent form of disruption to our region's transport network, posing a risk to the area's future growth and prosperity. Within urban and surrounding areas, solutions to manage demand for road space are being explored, such as the construction of the Cambridgeshire Autonomous Metro (CAM). CAM will provide high quality, high frequency metro services, delivering a step change in connectivity across the city and helping to deliver 'agglomeration benefits'; the benefits businesses reap from increased competition, knowledge sharing and efficiency gains, brought by greater proximity to one another.

Rail usage is already on the rise across the Combined Authority area, and we will promote a range of schemes to help encourage and accommodate this trend. For example, there are a number of new railway stations being proposed for the region, including Soham station, which would reintegrate Soham town into the national rail network, and Cambridge South station, the construction of which would provide much needed additional capacity near the Cambridge Biomedical Campus. East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will transform public transport connectivity along the Oxford to Cambridge corridor, while construction of a new rail link from March to Wisbech would improve public transport connectivity to the latter. More locally, rail improvements such as Ely Area Capacity Enhancement (EACE) scheme will enable more frequent services and make journeys quicker for passengers.

Buses also form a fundamental component of the transport network across Cambridgeshire and Peterborough, particularly in rural areas. We will explore the best operating and delivery model for our public transport network, while acknowledging the different requirements of urban and rural residents. For example, we will seek to ensure that rural areas have a public transport service that provides access to employment, education, shopping and recreation. In addition, we will work with operators to place inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network.

Although we want to prioritise the development of public and 'active' transport modes, we also recognise that the private car remains a key mode for many residents across Cambridgeshire and Peterborough. We will therefore support targeted highway infrastructure and enhancement schemes such as the construction of a Huntingdon Third River Crossing, to connect the highway network north of the Great River Ouse to the strategic road network; upgrades to the A47 between Kings Lynn, Wisbech and

The map illustrates the transport network in the East of England, focusing on the area around Cambridge and Peterborough. Key features include:

- Major Cities and Towns:** London, Stevenage, Luton, Bedford, St Neots, Huntingdon, St Ives, Cambridge, Ely, Newmarket, Ipswich, Haverhill, Stansted, Royston, Cambourne, Alconbury, Peterborough, March, Wisbech, King's Lynn, Downham Market, and Stamford.
- Transport Modes:**
 - Highway:** Represented by red lines.
 - Public transport:** Represented by blue lines.
- Status:**
 - Under Construction:** Solid grey line.
 - Committed:** Dashed grey line.
 - Proposed:** Dotted grey line.
- Routing:**
 - Indicative:** Solid blue line.
 - Confirmed/existing:** Dashed blue line.
- Local Plan allocated growth areas:** Shaded purple regions.
- Key Projects and Schemes:**
 - A47 Corridor Improvement Programme:** A major highway improvement project between Peterborough and Wisbech.
 - A10 Ely to Cambridge Capacity Improvements:** A highway project connecting Ely to Cambridge.
 - East Coast Mainline Improvements:** A railway project between Peterborough and London.
 - A14 Cambridge to Huntingdon Improvement Scheme:** A highway project connecting Cambridge and Huntingdon.
 - A428 Dualling and Oxford to Cambridge Expressway:** A highway project connecting Cambridge and London.
 - Cambridgeshire Rail Capacity Study Recommendations:** Various railway projects and improvements throughout the region.
 - King's Dyke Level Crossing:** A specific project near Peterborough.
 - Fenland Station Regeneration:** A project in the Fenland District.
 - Waterbeach Station Relocation:** A project near Cambridge.
 - Alconbury Weald Travel Hub:** A project in Huntingdon.
 - East - West Rail Route to be determined:** A potential future railway route.
- Legend:**
 - Mode:** Highway (red), Public transport (blue).
 - Status:** Under Construction (solid grey), Committed (dashed grey), Proposed (dotted grey).
 - Routing:** Indicative (solid blue), Confirmed/existing (dashed blue).
 - Local Plan allocated growth areas:** Shaded purple.
- Scale:** 0 to 10 km / 0 to 5 miles.
- Source:** Contains OS data © Crown copyright and database right (2019). Data from Cambridgeshire County Council and Peterborough City Council. Cartography by Steer 2019.



Peterborough, to improve labour market accessibility to and from the Fens and Wisbech Garden town; King's Dyke crossing improvements, to relieve traffic congestion and associated safety issues caused by the level crossing; and dualling of the A428, which will significantly improve commuter links along the Oxford to Cambridge corridor. Improvements to the A14, one of the most congested routes in the country, are currently underway and will bring journey time, reliability and safety benefits to residents, workers and businesses alike.

Looking further ahead, we may consider a link road connecting the M11 in the Girton area to the A47 in the Guyhirn/Wisbech area. Through improving regional accessibility to the Strategic Road Network, a new or upgraded route would aim to provide conditions that encourage inward investment in higher value employment sectors in the north of Cambridgeshire; reduce spatial inequalities across Cambridgeshire, sharing and expanding the benefits of the success of the Greater Cambridge area; and support economic and housing growth in Fenland.

Alongside the physical improvements, we are committed to enhancing the region's 'virtual network'. Faster, more reliable digital connectivity – with digital infrastructure such as fibre ducting delivered alongside transport infrastructure where appropriate – will provide improved connectivity between businesses and to homes; greater working flexibility, thereby taking the strain off the transport network; and allow better management of our transport networks to increase capacity, make travel times more reliable, and ultimately, make journeys safer.

Improvements to the transport network will also help to support new housing and development to accommodate a growing population and workforce, and address housing affordability issues. The housing market is currently very 'overheated', particularly around Cambridge, where the average house price is nearly 13 times the annual salary, compared to the national average of just under eight times.

The effects of higher house prices propagate through the economy, potentially slowing growth. Local plans include targets for over 100,000 new homes, by 2036, with the location of the strategic sites shown in Phase 1 of the Non-Statutory Spatial Framework (NSSF). Transport will help to unlock future development sites and connect new residents to jobs and amenities.

For example, necessary partnerships and plans are currently being developed for the construction of vastly improved public transport connectivity to Alconbury. Connectivity and a new travel hub will play a central role in delivering over 8,000 jobs at the Alconbury Weald Enterprise Zone, accelerate the development of 6,000 new homes and sustainably connect new residents to jobs and amenities. Improvements on the Ely-Cambridge transport corridor will unlock key opportunities such as a new town north of Waterbeach and development on the Cambridge Science Park.

Transport and the environment

However, while encouraging development, we also want to deliver a transport network that protects and enhances our natural, historic and built environments. We are fortunate to have exceptionally high-quality environments within Cambridgeshire and Peterborough, which have positive impacts on the quality of life for our residents. Nonetheless, there are biodiversity challenges and not everyone has easy access to good quality open space. We must therefore integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment both during construction and operation.

In a similar vein, we shall aim to ensure transport initiatives improve air quality across the region, exceeding good practice standards. We will work to improve air quality and noise pollution, exploring options such as electrification of local taxi fleets and increasing the number of buses running on

sustainable fuels. This will ensure that locally, air quality sees significant improvement, improving the health and quality of life for residents.

We also want to ensure that we reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale. We recognise that everybody has a role to play in tackling this issue and want to ensure that Cambridgeshire and Peterborough are proactive in this regard.

To help drive these changes we must also provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles. 'Active' transport modes like walking and cycling have a very positive impact upon local air quality, greenhouse gas emissions, and public health. Walking and cycling are already popular transport modes within certain areas of the Combined Authority, such as Cambridge, but we must ensure that they become more widespread across the region.

To help promote walking and cycling, we will develop Local Cycling and Walking Implementation Plans (LCWIPs) to provide evidence for prioritised investment in cycling and walking infrastructure. We will develop high quality cycle provision, through schemes such as the Greater Cambridge Partnership's Greenways. This will involve building upon the current network and providing additional links to join up key destinations that are already partially served (for example the Chisholm Trail in Cambridge).

In addition, the use of active travel as part of multi-modal trips will be encouraged wherever possible. For example, we will investigate the possibility of a cycle hub in Peterborough city centre and improve cycle links to other key destinations around the city. Broadly we must consider 'place' and 'movement' function when designing new infrastructure to ensure that we can provide good transport connectivity whilst retaining and developing 'healthy streets'.

On a broader scale, Cambridgeshire and Peterborough depends upon national and international connectivity to drive its economic prosperity. We must therefore ensure that all our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports. For example, the combined authority is currently working in partnership with Highways England to assess the viability of dualling the A47, which would significantly improve east-west freight movement in the north of the combined authority area. In addition, we will support infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.

Transport and society

Everybody should be able to access our transport network, feel safe, and be healthier when they do so. We want to promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. To achieve this, the network must be examined at every scale, from curb-heights to area-wide highway network planning, ensuring that nobody is excluded from using the transport network due to personal circumstances; income, age, disability or any other factors. This 'human-centred' thinking is a central component of our approach across projects and schemes. We also want to embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries on the transport network. Almost all transport related deaths occur on the road, and so improvements to highway safety will be our focus when aiming to reduce fatalities on the transport network.



Finally, we recognize that the transport network does not always function flawlessly and is subject to internal and external stresses that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption, improving journey time reliability. The Cambridgeshire and Peterborough area is one of the driest in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will look to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable. By ensuring that the transport network is protected against human and environmental disruptions, journey time reliability will be improved for residents, allowing quicker and more enjoyable journeys across the Combined Authority.

Implementing the strategy

There are several important hurdles that need to be overcome before the Local Transport Plan can be implemented, and the time and effort needed to do so will be captured within the Delivery Plans to be developed during the consultation period. While these hurdles represent important checks and balances to ensure that we are making the best possible use of public and private funds, in parallel we will seek to remove unnecessary red-tape so that the benefits of improvements to our transport networks are delivered sooner and at lower cost. They include:

- ◆ scheme assessment;
- ◆ delivery and planning;
- ◆ funding; and
- ◆ monitoring and evaluation.

Scheme assessment

The schemes that have been included in the draft Local Transport Plan have been identified and selected from a number of sources: the priority schemes and studies of the Combined Authority, previous Local Transport Plans for Cambridgeshire and Peterborough, the Greater Cambridge Partnership's work, and Local Plans; and have been reviewed with key officer stakeholders at a local, regional and national level. The schemes have been through relevant due diligence processes. In addition, an assessment framework, developed for the Local Transport Plan, has been deployed. In line with good practice, the assessment framework includes consideration of schemes against their potential contribution towards the strategic objectives for the Local Transport Plan, as well as consideration of their value for money, affordability, environmental impacts (including air quality) and engineering deliverability.

Delivery planning

The Transport Delivery Plan will echo the Combined Authority's Business Plan as well as containing delivery plans for the wider portfolio of schemes, new policy initiation, and a programme of further complementary transport strategies. These will include a combination of spatial (area and corridor) based strategies and thematic, policy or modally based strategies (e.g. air quality, cycling, future mobility). Transport Delivery Plans will be reviewed annually through the Combined Authority's Medium-Term Financial Planning process.

The Combined Authority also commits to identifying the process through which new schemes can come forward for development and investment decisions. Currently, the Combined Authority, Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership have different processes for scheme prioritisation. The feasibility of a single process will be investigated as part of the Combined Authority's budget setting and the business plan process for capital and revenue investment in schemes and policies.

Funding

Central government funding has become increasingly constrained in recent years and public investment in the UK is more dependent than ever on finding sufficient local funding. Devolution has also focused decision making on seeking to find local sources for investments.

The City Deal, signed in 2014 and being delivered by the Greater Cambridge Partnership, will allow us to address many of the transport challenges we face in the Greater Cambridge area. Across the wider Cambridgeshire and Peterborough geography, however, other potential sources of funding both to start new transport schemes and continue with existing projects will be required. Potential sources include:

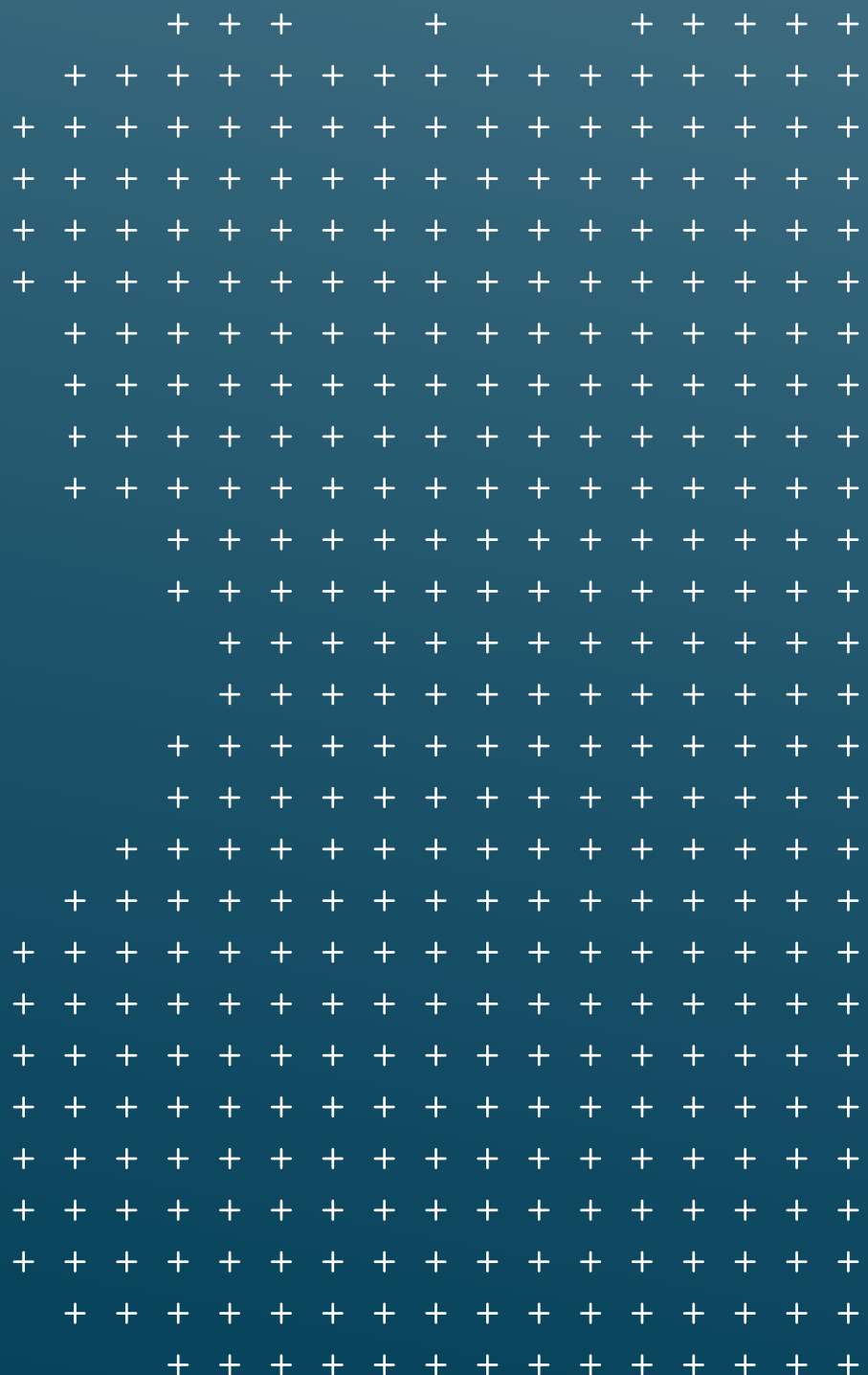
- ◇ Central Government funding, for example the Housing Infrastructure Fund, and the Growth Deal;
- ◇ Direct contributions from private companies and/or developers;
- ◇ Mayoral Community Infrastructure Levy/ Strategic Infrastructure Tariff;
- ◇ Business Rates Supplement and/or Increment Retention;
- ◇ Council Tax Precept and/or Increment Retention;
- ◇ Stamp Duty Increment Retention; and
- ◇ Land Value Capture mechanisms.

During the consultation period we will examine the potential for these mechanisms to deliver funding to support our strategy, reflecting the views of stakeholder and public.

Monitoring and evaluation

Monitoring the effectiveness of the strategies, policies and initiatives contained within the Local Transport Plan is critical. We want to ensure that the delivery of the Local Transport Plan is as effective as possible, and the initiatives that it embodies provide value for money. We must, therefore, implement a robust monitoring framework of indicators and targets, linked to the Transport Delivery Plan, to check our progress towards achieving our objectives and fulfilling the Transport Vision 2050.

1. The Cambridgeshire and Peterborough Local Transport Plan



Introduction



- 1.1 This document sets out the first Transport Strategy for Cambridgeshire and Peterborough. It replaces the Interim Local Transport Plan published in June 2017 and which was de facto based upon the existing local transport plans for Cambridgeshire (LTP3) and Peterborough (LTP4)¹.
- 1.2 The strategy has been developed by the Cambridgeshire and Peterborough Combined Authority in consultation with Cambridgeshire County Council, the six District Councils (City of Cambridge, East Cambridgeshire, Fenland, Huntingdonshire, Peterborough and South Cambridgeshire), the Greater Cambridge Partnership, Highways England and Network Rail. In preparing the strategy we have also sought the comments, advice and guidance of a wide range of consultees in the public, private and third sector including regional transport bodies, industry representative groups and community organisations.
- 1.3 In response to the Cambridgeshire and Peterborough Independent Economic Review (CPIER)², the Combined Authority has set out a Growth Ambition Statement³. This statement repeats our Devolution Deal target to nearly double economic output to £40bn over 25 years. In doing so, the Growth Ambition Statement acknowledges the CPIER perspective that “this [level of growth] is particularly ambitious” and embraces the challenge that “current efforts are not enough to secure that growth.”
- 1.4 The Combined Authority is developing a Cambridgeshire and Peterborough Spatial Framework. Phase 1 was approved in March 2018 and included proposals on how existing housing allocations could be accelerated. Phase 2, which sets out principles for spatial development and a vision for sustainable housing and employment growth to 2050, is being consulted on alongside this Local Transport Plan. This will be taken forward via the statutory local plans.
- 1.5 Nonetheless, Cambridgeshire and Peterborough are likely to change significantly over the lifetime of the Plan, in ways that we cannot currently predict. As a consequence, the transport strategy needs to be sufficiently flexible to influence and support transport initiatives as they are brought forward. It will do so by:
- Providing a rigorous process for scheme prioritisation and development, which will ensure that transport investment is directed to those areas where it can contribute most to the wellbeing or the area; and
 - Presenting a programme of four-year Delivery Plans which set out the Combined Authority’s spending programme, based on the resources available. These Delivery Plans will be reviewed annually through the Medium-Term Financial Planning process⁴.

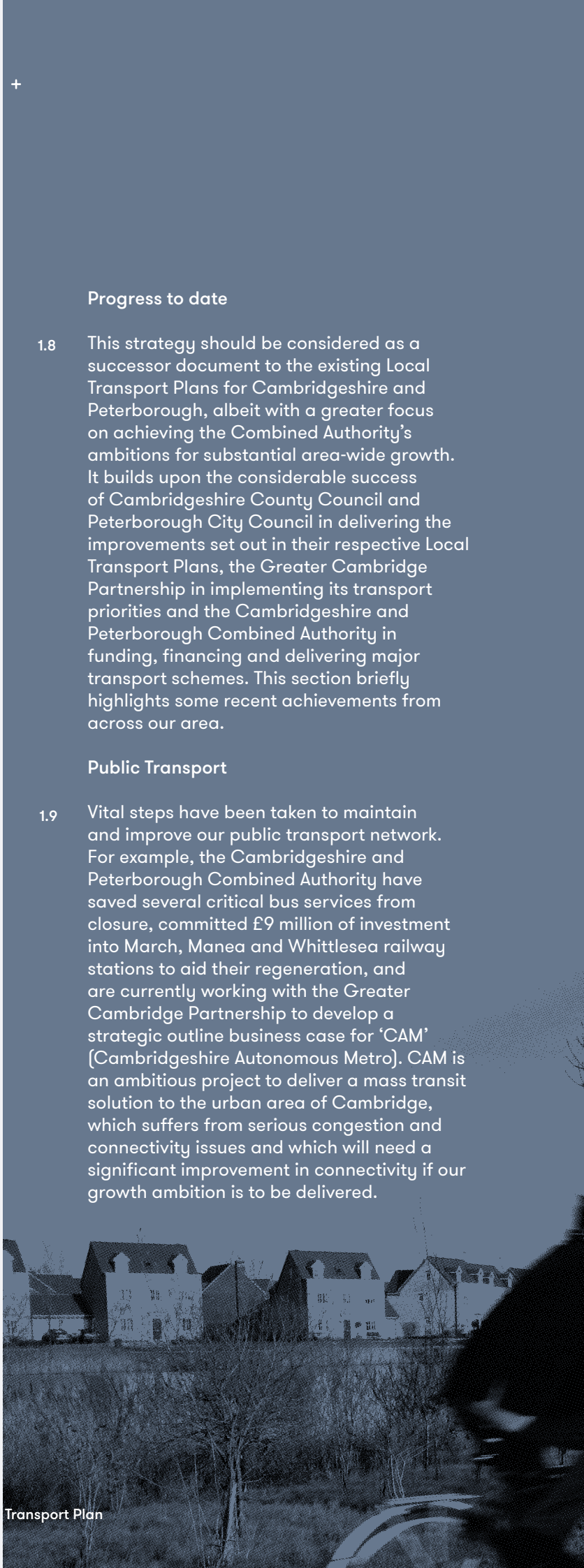
- 1.6 Taken together, the Transport Strategy and associated Delivery Plans constitute Cambridge and Peterborough's first Local Transport Plan. This plan has been developed in line with current Local Transport Plan guidance and best practice. It is based upon an extensive evidence base, a summary of which is provided in Appendix B. It has also been subject to multiple impact assessments, to ensure that it fully considers equalities, environmental, habitats and health impacts.
- 1.7 The remainder of this document is structured as follows:
- + Chapter 1 explains the role and purpose of a Local Transport Plan, sets out our vision, goals and objectives for transport in Cambridgeshire and Peterborough, summarises the evidence base that has informed our assessment of the challenges and opportunities facing our communities
 - + Chapter 2 introduces our overarching strategy for the area. It explains how our transport network will be enhanced to support the goals and objectives set out in Chapter 1, and describes the principles that have been used to guide its development
 - + Chapter 3 contains location-specific details of our strategy, including details of the key transport planning approaches and schemes/initiatives that will be required
 - + Chapter 4 presents a summary of the draft policies that have been identified to support delivery of the Local Transport Plan, grouped by theme (e.g. enabling development, expanding labour markets etc.) and objective

Progress to date

- 1.8 This strategy should be considered as a successor document to the existing Local Transport Plans for Cambridgeshire and Peterborough, albeit with a greater focus on achieving the Combined Authority's ambitions for substantial area-wide growth. It builds upon the considerable success of Cambridgeshire County Council and Peterborough City Council in delivering the improvements set out in their respective Local Transport Plans, the Greater Cambridge Partnership in implementing its transport priorities and the Cambridgeshire and Peterborough Combined Authority in funding, financing and delivering major transport schemes. This section briefly highlights some recent achievements from across our area.

Public Transport

- 1.9 Vital steps have been taken to maintain and improve our public transport network. For example, the Cambridgeshire and Peterborough Combined Authority have saved several critical bus services from closure, committed £9 million of investment into March, Manea and Whittlesea railway stations to aid their regeneration, and are currently working with the Greater Cambridge Partnership to develop a strategic outline business case for 'CAM' (Cambridgeshire Autonomous Metro). CAM is an ambitious project to deliver a mass transit solution to the urban area of Cambridge, which suffers from serious congestion and connectivity issues and which will need a significant improvement in connectivity if our growth ambition is to be delivered.



- 1.10 In the meantime, the Greater Cambridge Partnership is running the 'City Access Project', which aims to reduce traffic levels in and around Cambridge city by 10-15% on 2011 levels. To this end, the Greater Cambridge Partnership has undertaken wide-reaching public engagement on improvements to the public transport network and options for reducing congestion and improving air quality.
- 1.11 In support of this work, the Greater Cambridge Partnership is working with Cambridgeshire County Council on a Spaces and Movement Supplementary Planning Document⁵ and has commissioned and published a Clean Air Zone Feasibility Study. Additionally, an 'Intelligent City Platform' has been developed by 'Smart Cambridge', which makes use of real-time travel data to provide clear information for travellers across the city through an app-based interface, helping to provide information to travellers and local authorities about the functioning of the transport network.

- 1.12 Looking ahead to the future of Public Transport, the Greater Cambridge Partnership recently agreed to fund both an electric bus and hybrid bus in Cambridge to understand and examine their operation on the local network. Smart Cambridge is supporting a project trialling the use of autonomous shuttles as part of its public transport offering. This will see the design and build of six autonomous shuttles which will be tested on the Guided Busway in Cambridge outside current operating hours. 2017 the Sustrans 'Bike-It' scheme reached its 70,000th engagement with pupils, teachers and families in Peterborough⁶.

Sustainable Transport

- 1.13 Use of sustainable and 'active' transport modes is significantly higher in our area than the national average, the result of proactive efforts to improve the attractiveness of these modes. Peterborough City Council for example, has used funding from the DfT to deliver Bikeability training, which aims to give children confidence on their bikes, so they are more likely to take up cycling as adults. Since 2016 training has been provided to almost 6,000 pupils. Peterborough City Council has also developed partnership arrangements with a number of organisations, including Sustrans, to provide a range of initiatives to promote active and sustainable travel. In 2017 the Sustrans 'Bike-It' scheme reached its 70,000th engagement with pupils, teachers and families in Peterborough.



1.14 In Cambridge, the Greater Cambridge Partnership has delivered a number of cycle route improvements, including improvements to the A10 cycleway to Melbourn and the implementation of four cross-city cycling schemes to improve key routes within the city. Work has started on the 'Chisholm Trail', which will provide a new route linking Cambridge North and Cambridge stations, generating connectivity across the city. Funding has been secured and design contracts awarded for a new foot and cycle bridge in St Neots, funded partially by the Cambridgeshire and Peterborough Combined Authority. When constructed, the bridge will offer a safer, traffic-free crossing of the Great Ouse for pedestrians and cyclists.

1.15 Cambridgeshire County Council has secured £10.1 million from Department for Transport's Cycle City Ambition Fund, the aim of which is to provide separate cycle lanes on the main roads in Cambridge and to create good quality cycle links to employment areas in Cambridge and South Cambridgeshire. A portion of this funding has already been used to construct a new segregated on-carriageway cycle lane on the east side of Huntingdon Road, Cambridge.

Highways

1.16 To help alleviate bottlenecks, which cause congestion and serious disruption to the journeys of many residents on a daily basis, a significant number of infrastructure improvements have been implemented on our road network. For example, the existing level crossing on the Peterborough Road, near the Kings Dyke Nature reserve, has long been the cause of serious delays between Peterborough and Whittlesey. The Cambridgeshire and Peterborough Combined Authority are providing £30 million to improve the infrastructure of this crossing.

1.17 Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority have already provided funding for the Ely Southern Bypass, a new road connecting the A142 at Angel Drove to Stuntney Causeway, including bridges over the railway line and the River Great Ouse and its floodplains. The bypass opened to traffic on Wednesday 31st October 2018 and has eased congestion in and around Ely by providing a new link between Stuntney Causeway and Angel Drove to the south of the city.

1.18 Peterborough City Council and Cambridgeshire County Council have also been collaborating to repair drought-damaged roads, work which has been nominated for two awards due to the effectiveness of the collaboration, and the innovative way that the work is being completed.

Urban Realm

1.19 Closely connected to improvements in the transport network, a series of improvements to the 'urban realm' of the villages, market towns and cities within Cambridgeshire and Peterborough have been implemented. The completion of the St Neots Masterplan, for example, which includes a range of projects such as the new foot and cycle bridge in St Neots town centre mentioned above, has established St Neots as the first 'Smart Town' in the country.

1.20 In Peterborough, a series of significant infrastructure developments funded by Peterborough City Council in Bourges Boulevard have recently been completed. These are designed to relieve congestion, significantly reduce delay at critical locations (in particular to improve access to the railway station car park) and promote development as part of regenerating the city centre. The Greater Cambridge Partnership and Cambridge City Council are currently working on Spaces and Movement Supplementary Planning Document and has commissioned and published a Clean Air Zone Feasibility Study.

The Local Transport Plan



What is a Local Transport Plan?

- 1.21 The Cambridgeshire and Peterborough Devolution Deal, agreed with Central Government in 2017, gave the Mayor and Combined Authority responsibility for certain transport functions. Among other responsibilities, the Combined Authority took over the role of Local Transport Authority from Cambridgeshire County Council and Peterborough City Council⁷. One of the key responsibilities of the Local Transport Authority is the development of a new Local Transport Plan. Cambridgeshire County Council and Peterborough City Council retain their roles as Highway Authorities and must continue to make sure that local roads are in a good state of repair, as required by law.
- 1.22 This Local Transport Plan is intended to set out the Combined Authority's plans and strategies for maintaining and improving all aspects of the local transport system. This is the first Local Transport Plan to be produced by the Cambridgeshire and Peterborough Combined Authority and sets out⁸:
- + the vision and objectives for transport in the area alongside a programme for achieving them;
 - + the current and future transport needs of people and freight, across transport modes; and
 - + policies and delivery plans relating to transport, explaining how they contribute to the delivery of local strategic priorities.
- 1.23 A Local Transport Plan should also consider the maintenance, operation and best use of existing transport assets, while at the same time considering increasing environmental constraints.
- 1.24 The Plan is split in to two main parts:
- + This draft Local Transport Plan sets out the vision, goals and objectives (which will define the strategic approach up to 2050) and the policies designed to deliver the objectives. A summary of the plan is provided in this Executive Summary.
 - + The Transport Delivery Plan (2019 to 2035) details how we will deliver the Local Transport Plan strategy - essentially a business plan. It details our programmes for the delivery of improvements to the transport network, and for its day-to-day management and maintenance. The Transport Delivery Plan will be developed during the public consultation on the draft Local Transport Plan. It will identify:
 - the phasing of schemes and initiation of new policies;
 - lead sponsors for delivery along with key delivery partners;
 - known and potential funding and financing sources/options; and
 - key risks and deliverability.
- 1.25 The Local Transport Plan is intended to complement, but not replace, the development of local transport policies and schemes. Instead it provides the overarching context that local scheme promoters should consider when prioritising investment in transport. The Combined Authority has identified priority schemes, which support delivery of the vision and objectives for transport described later in this chapter. These schemes will, however, need to be supported by initiatives identified, developed and prioritised by local promoters and decision-makers. By doing so our cities, towns and villages will be able to maximise the opportunities and benefits presented by the area-wide schemes highlighted in this document, while accommodating local views, opportunities and constraints.

Why is a Local Transport Plan needed?

1.26 This Local Transport Plan sets the policy framework for the development, assessment, design and implementation of transport interventions across Cambridgeshire and Peterborough. It provides a robust platform for the planning and delivery of the Combined Authority's ambitious programme of priority transport schemes. It will also inform the next round of Local Plan development being embarked upon imminently.

1.27 The plan has been developed within the context of supporting one of the county's most vital economies to thrive and grow. As stated by the Cambridgeshire & Peterborough Independent Economic Review:

"The area contains some of the most important companies and institutions in the country, much of its very highest quality agricultural land, and the cities and towns that continue to support both."

1.28 It will, therefore, help us to establish a fully integrated, multi-modal transport system in Cambridgeshire and Peterborough. It is a critical tool in developing a transport system that supports the Combined Authority's goals of economic growth and opportunity, equity and environmental responsiveness. It will inform our work with communities and other organisations, ensuring that we respond to local needs and deliver investments with good value for money.

1.29 Moreover, the Local Transport Plan will explain how we will work with constituent authorities, the Business Board and employers in the area, the Greater Cambridge Partnership, neighbouring councils, and central government to deliver investment and services that maximise the growth potential of the area, and promote the wellbeing of our residents, businesses and visitors. As noted in our Growth Ambition Statement, partnership will be essential to delivery.

How does the Local Transport Plan relate to other strategic documents?

1.30 The Local Transport Plan has been developed in tandem with a range of other documents to ensure alignment with local, regional and national strategic priorities. Policies have been assessed to ensure alignment with national, regional and local policy; and all schemes, programmes and initiatives ("schemes") are required to align similarly as they are developed. Figure 1.1 illustrates the relationships between the Local Transport Plan and local and regional policy and strategy documents.

1.31 The scale of opportunity for economic growth and development is defined by the Cambridgeshire and Peterborough Independent Economic Review (CPIER), the Combined Authority Growth Ambition Statement, and the strategic goals and priorities of the Combined Authority. The spatial context for the strategy is then provided by the Non-Statutory Spatial Framework and current Local Plans. In addition, the Local Transport Plan has built on the body of work of, and priority transport schemes included within the Mayor's Interim Transport Strategy Statement, previous Local Transport Plans, the work of the Greater Cambridge Partnership, and Local Planning Authorities' Local Plans.

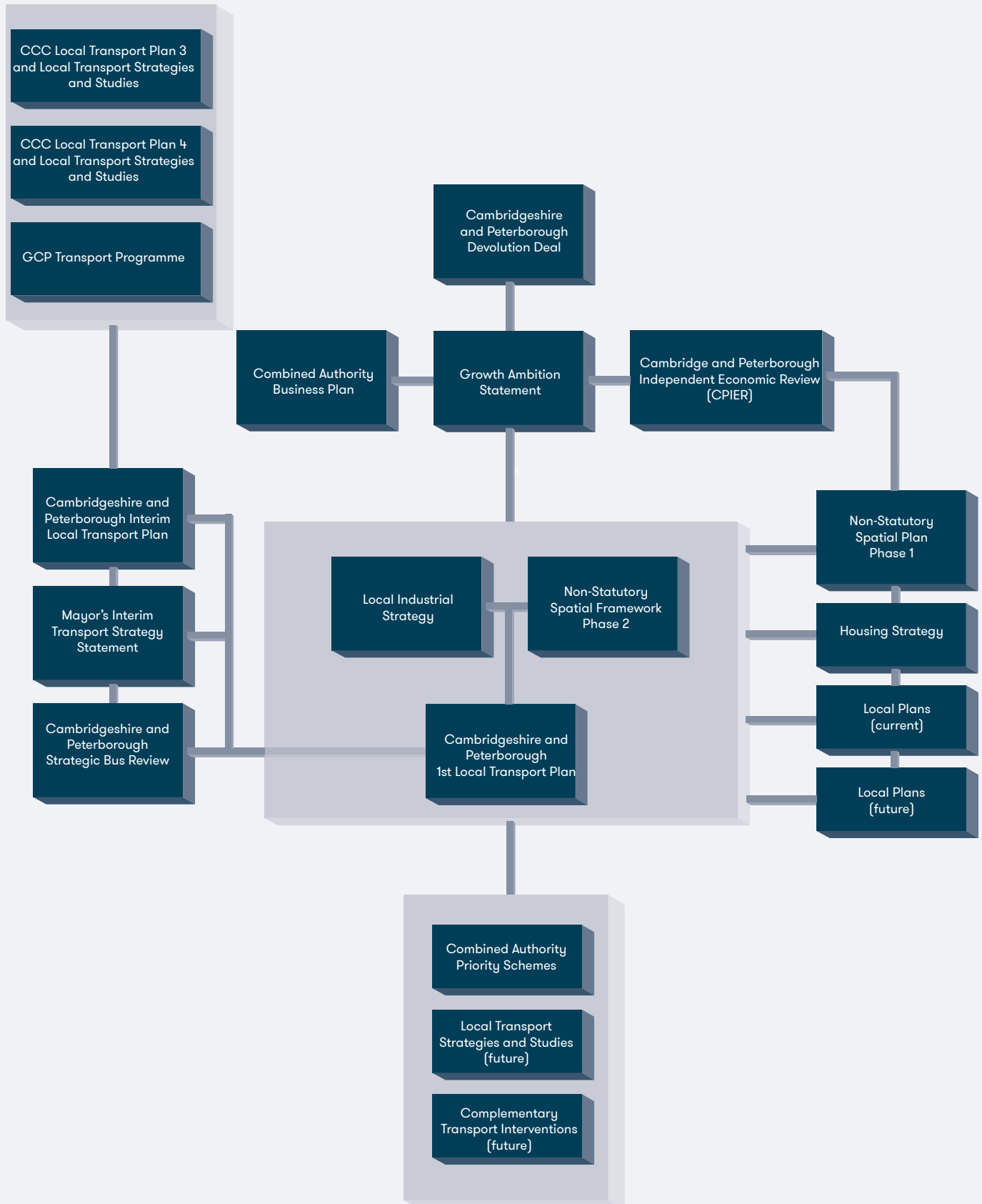
1.32 Phase 1 of the Non-Statutory Spatial Framework reflects current levels of growth forecast and allocated in existing Local Plans with time horizons out to the early / mid 2030s⁹. CPIER and Phase 2 of the Spatial Framework look out to 2050, and the Local Transport Plan supports this longer-term and higher level of ambition for economic growth and development.

1.33 Relevant documents include:

- + Interim Local Transport Plan: We have evaluated the vision and delivery plans set out in the interim Local Transport Plan, to assess which objectives and schemes are still relevant. The new Local Transport Plan addresses the shortfalls in the existing Local Transport Plan, to ensure full alignment with the Combined Authority's bold and ambitious transport aspirations.
- + Mayoral Interim Transport Strategy Statement: We have incorporated the ambitious vision set out by the Mayor into the Local Transport Plan, ensuring that the key features and strategic framework that emerge from the Local Transport Plan work towards achieving this vision.
- + Cambridgeshire and Peterborough Independent Economic Review (CPIER): We have incorporated the findings from the CPIER into our own evidence base, which outlines how the Cambridgeshire and Peterborough economy interacts with transport.
- + Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory): We have incorporated the planned development numbers and locations provided in the report into our analysis of whether transport can support the planned growth of the area.
- + Local Plans: We have reviewed existing Local Plans, and engaged with officers currently developing their Local Plans, to ensure alignment with the policies and strategies contained within the Local Transport Plan.
- + The Transport Investment Plan (Cambridgeshire): The Transport Investment Plan (TIP) sets out the transport infrastructure, services and initiatives that are required to support growth in Cambridgeshire. Many of the schemes included in the TIP have also been identified by the Combined Authority for potential delivery to support growth. These range from strategic schemes identified through transport strategies; those required to facilitate the delivery of Local Plan development sites and for which Section 106 contributions will be sought; through to detailed local interventions.
- + The Infrastructure Delivery Schedule (Peterborough): The Peterborough Infrastructure Delivery Schedule (IDS) identifies infrastructure requirements to support the growth of Peterborough. This includes meeting the needs of current planned growth, as set out in the Peterborough Core Strategy and Site Allocations Development Plan Documents over the current plan period to 2026. It is intended to inform Council spending decisions and to the preparation of the Local Plan and other plans / strategies.

- 1.34 The timing of the development of the Local Transport Plan is opportune. It has been developed concurrently with the documents listed above to respond to the challenges and opportunities detailed in CPIER and the Growth Ambition Statement. Alongside the Local Industrial Strategy and Non-Statutory Spatial Framework, this Local Transport Plan completes the suite of documents which articulate the Combined Authority's response to CPIER.
- 1.35 As the overarching spatial strategy for Cambridgeshire and Peterborough continues to develop, so it may be necessary to refresh the Local Transport Plan accordingly. The Combined Authority will continue to work closely with its partners in spatial planning, delivery of transport priorities, and in identifying the most appropriate time to refresh the Local Transport Plan over the coming years.

Figure 1.1 The Local Transport Plan and other strategic documents



Transport Vision 2050



- 1.36 This section sets out the Mayor and Combined Authority's vision for transport, and the goals and objectives that underpin the vision.

Our Ambition

- 1.37 The Combined Authority's overarching ambition and objectives are contained within our Devolution Deal - for the Combined Authority and its partners, over the next 30 years, to deliver a leading place to live, learn and work. This will be realised through achieving the following ambitions:

- + doubling the size of the local economy over 25 years;
- + accelerating house building rates to meet the local and UK need;
- + delivering outstanding and much needed connectivity in terms of transport and digital links;
- + transforming public service delivery to be much more seamless and responsive to local need;
- + growing international recognition for our knowledge-based economy;
- + improving quality of life by tackling areas suffering from deprivation; and
- + providing the UK's most technical skilled workforce.

- 1.38 In striking a balance between the different possible patterns for future settlements through the Spatial Framework, the Combined Authority will encourage development, where good transport can be provided, including along transport corridors and new garden villages. By linking the Spatial Framework and Local Transport Plan, this approach will guide the investment in transport infrastructure that is needed to meet the area's growth ambitions, enable improved connectivity and act as a key enabler for job creation, economic and housing growth.

The Local Transport Plan for Cambridgeshire and Peterborough

- 1.39 Transport has a key role to play in bringing about the Combined Authority's vision for Cambridgeshire by contributing towards the delivery of its priorities, set out below. These priorities have been developed with available budgets in mind and reflect what communities want and need from the Combined Authority.

- 1.40 The Combined Authority's identified key transport priorities reflect a commitment to improve strategic connectivity to reduce commuting times and to support future development. We are committed to rigorous prioritisation based on business cases which assess the impact of the projects on future growth. Bringing transport and spatial planning together around projects like the Cambridgeshire Autonomous Metro (CAM) creates opportunities to fund future investment through Land Value Capture.

- 1.41 The vision, goals and objectives have been developed from – and are consistent with – the Mayoral Interim Transport Strategy Statement (MITSS), Growth Ambition Statement for Cambridgeshire and Peterborough, Strategic Economic Plans, and previous Local Transport Plans.

- 1.42 They have been developed under a simple hierarchy

- + the Vision Statement is short, simple and intends to capture the broad aspirations for Cambridgeshire and Peterborough's transport network;
- + the Goals develop the vision further, outlining the wider outcomes that investment in the regions' transport network is expected to help deliver; and
- + the Objectives form the foundations of the Local Transport Plan, against which schemes will be assessed. Objectives are aligned to policies, projects, first-order outputs (e.g. better public transport) and second-order outcomes (e.g. better quality-of-life).

Vision for the Local Transport Plan

1.43 The Combined Authority's vision is:

To deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all.

1.44 The vision is intended to capture the aspirations for Cambridgeshire and Peterborough's transport network, reflecting future ambition to provide:

- + 'A world-class transport network' – Cambridgeshire and Peterborough aspire toward a transport system of the highest quality on a global stage, which meets the needs of residents, businesses, and visitors.
- + Sustainable growth' – the network will support the delivery of future economic and housing growth across the region that enhances overall quality of life and protects or enhances the environment.
- + 'Opportunity for all' – the network should support access to jobs, services and education for all, irrespective of income, age, ability, location, or access to a car.

Goals for the Local Transport Plan

1.45 This vision guides the overall direction of this strategy, and from it we have developed the key goals around which the Local Transport Plan focusses. Our three goals are intended to outline (at a high level) what wider outcomes we want the transport network in Cambridgeshire and Peterborough to achieve. They bring greater context to the vision and identify the transport network as an 'enabler' of wider outcomes. They are:

- + Economy: Deliver economic growth and opportunity for all our communities.
- + Society: Provide an accessible transport system to ensure everyone can thrive and be healthy.
- + Environment: Protect and enhance our environment and tackle climate change together.

1.46 The goals are fully consistent with the guiding principles outlined in the Mayoral Interim Transport Strategy Statement and 2030 Ambition, and there is 'read across' with similar transport priorities / objectives of Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership.

1.47 Firstly, this transport strategy must facilitate economic growth, delivering opportunity and prosperity for all communities by providing good connectivity for commuters and businesses. There is a quantifiable economic cost to every minute spent travelling, rather than working, and minimising these 'wasted minutes' will have a tangible economic return. Connecting businesses to markets and residents to good, high quality jobs, will expand opportunities for individuals across the region, and allow businesses to operate more efficiently. Better connectivity between businesses should also provide 'agglomeration benefits', by effectively bringing organisations 'closer' together. In turn, this will attract inward and international investment to Cambridgeshire and Peterborough. Expansion of the transport network will open areas for future housing growth, allowing the labour market to expand and ensuring that the economy is not stifled by rising living costs.

1.48 Secondly, this transport strategy must encourage social inclusion and equity of access to the transport network and key services and amenities to ensure all communities can thrive and be healthy. This will encompass providing affordable transport networks which spread across the combined authority area and making sure that the transport network is safe for all users. For example, we want to ensure that individuals are not 'car dependent' anywhere within the combined authority and we have a 'Vision Zero' objective; no deaths or serious injuries on the transport network. Connecting people to jobs and amenities, and businesses to the local supply chain, will help to encourage social mobility and ensure that the benefits of future prosperity are spread to residents, businesses and visitors.

1.49 Thirdly, this transport strategy must ensure that the environment is enhanced by future transport schemes, and that individuals are encouraged to take active and sustainable travel choices or, where possible, to travel less. Cambridgeshire and Peterborough currently have a high quality of natural environment, which must be maintained and enhanced by the future transport network. We want to ensure that air quality across the combined authority area sees a marked improvement over the next ten years, that carbon emissions are reduced and that the Combined Authority does its part to respond to climate change. ‘Active modes’ such as walking and cycling, and significant increases in the numbers of people using sustainable transport modes, will be particularly important for guiding this change, and have the added benefit of improving public health for residents.

1.50 These goals are clearly overlapping. For example, ensuring equitable access to the transport system will help to expand the potential labour market for employers, and improving the safety of the road network should help to allow people to make more sustainable travel choices. We believe that by concurrently pursuing these three goals the transport network will effectively serve all users and be sustainable for the long term. All three of these goals have, and will be, considered when analysing the merits of future transport schemes.

Objectives for the Local Transport Plan

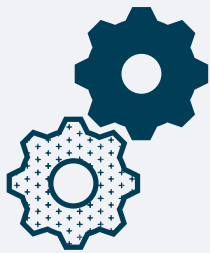
1.51 Each of the objectives of the Local Transport Plan underpin the delivery of the goals, and form the basis against which schemes, initiatives, and policies will be assessed. Objectives have been developed to reflect the Combined Authority’s aspirations for the transport network of Cambridgeshire and Peterborough and how it can support the wider economy, social inclusion, and the environment within Cambridgeshire and Peterborough. They address the challenges and opportunities inherent in accommodating growth sustainably, enhancing freight and tourism connections, and putting people and the environment at the heart of transport design and decision making. The objectives of the Local Transport Plan are described in Table 1.1.

Table 1.1 Local Transport Plan objectives

+ Economy +				
				
Housing	Employment	Business & Tourism	Resilience	Safety
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes by public transport, spreading the region's prosperity	Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries

Society

+ Environment +



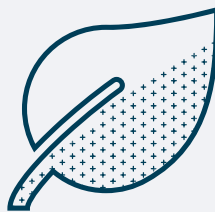
Accessibility

Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all



Health & Wellbeing

Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles



Air Quality

Ensure transport initiatives improve air quality across the region to exceed good practice standards



Environment

Deliver a transport network that protects and enhances our natural, historic and built environments



Climate Change

Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change

Evidence Base



Introduction

- 1.52 This Local Transport Plan is based on a thorough analysis of a range of supporting evidence. This evidence base examines the current transport conditions and socio-economic characteristics of the area, and an assessment of the likely future opportunities and constraints that we will need to anticipate and plan for.
- 1.53 The evidence base has also been used to translate the vision and guiding principles set out in the Mayor's Interim Transport Strategy Statement into the ten objectives presented in the previous section. These objectives divide the Mayoral vision into specific areas against which we can prioritise schemes and interventions, and measure their success upon delivery.
- 1.54 The following section presents a very brief overview of the evidence which has been used to inform these objectives. Not all of this evidence is primary evidence, as we drew extensively on information provided in the CPIER and Cambridge Futures work. A full version of the Evidence Base Report is provided as an annex to this document.

Figure 1.2 Transport infrastructure and accessibility (2018)

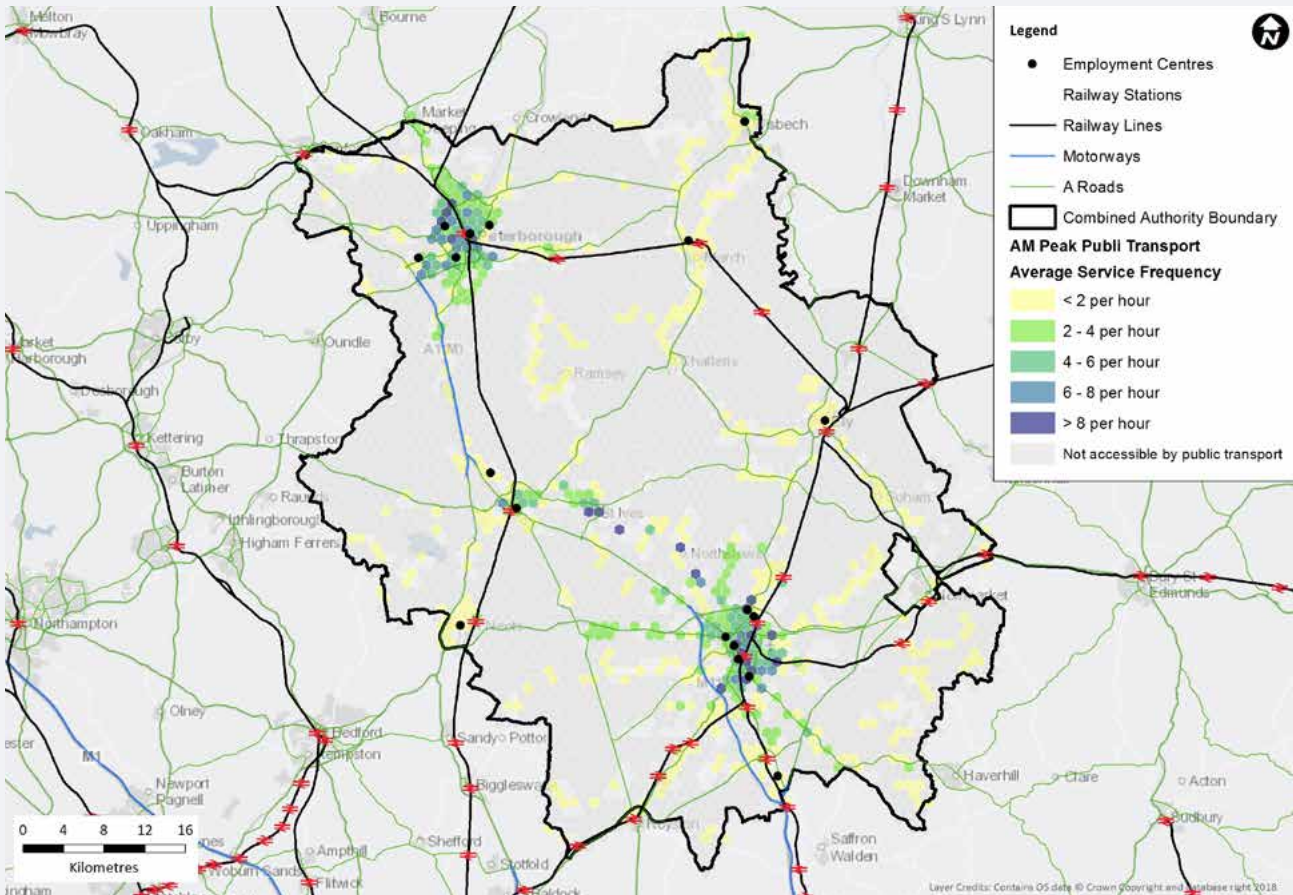
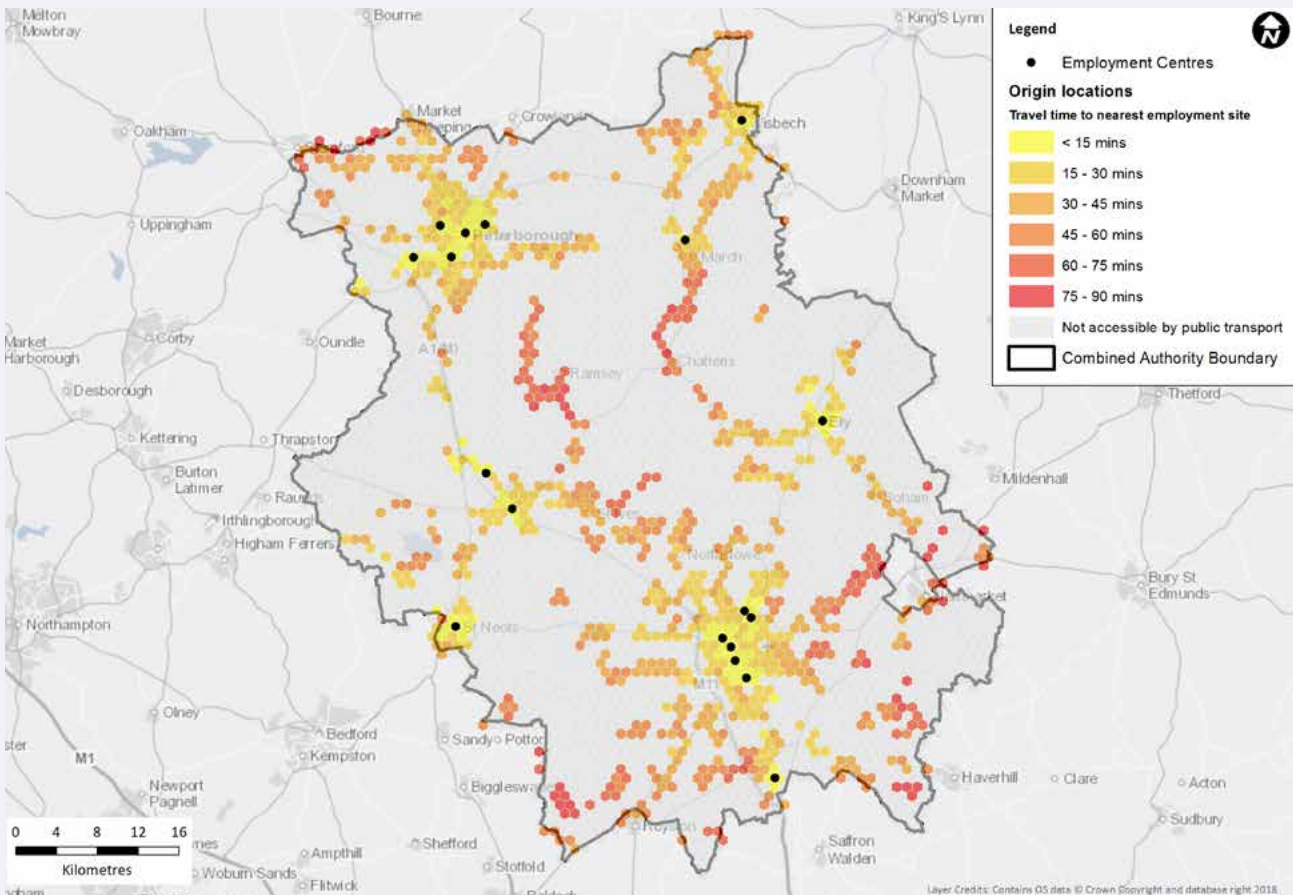


Figure 1.3 Accessibility to major employment sites by public transport (2018)



Summary of evidence

- 1.55 At a broad spatial scale Cambridgeshire and Peterborough enjoys relatively good transport connectivity, with strong links to major cities, ports and airports outside the Combined Authority area, and good connections between major urban areas within it. From Peterborough and Cambridge urban areas, London can be reached by rail in under an hour, Stansted Airport can be accessed on direct Cross-Country rail services, and the A14 and M11 provide good strategic connectivity, including for freight travelling to the ports of Harwich, Ipswich and Felixstowe on the East Coast.
- 1.56 An overview of this transport infrastructure is provided in Figure 1.2, together with the service frequency of local bus and rail services across the Combined Authority. This high-level connectivity is critical for ensuring that the region's businesses have easy access to the staff, suppliers and markets they need, and that tourist attractions can flourish. For example, domestic tourism alone brings an estimated 1.8 million visitor trips and £256 million annually into the area's economy¹⁰.
- 1.57 Connectivity within the Combined Authority is more variable, and urban areas benefit from significantly better transport network coverage than their rural counterparts. This translates into poorer access to jobs and opportunities for rural residents. In Cambridge and Peterborough, 88% and 95% of residents are within 15 minutes by walking or public transport of a local primary school respectively. By contrast, in South Cambridgeshire and East Cambridgeshire this figure falls to 77% and 79% respectively¹¹.
- 1.58 Figure 1.3 demonstrates the accessibility by public transport to major employment sites (with more than 2,500 jobs) within Cambridgeshire and Peterborough, with each 'hexcell' representing one square kilometre. Although 58% of the population of Cambridgeshire and Peterborough are within 30 minutes of a major employment centre (and a further 25% are within 60 minutes), many rural areas in particular either lack direct public transport accessibility, or suffer from lengthy journey times that make it difficult to those without a car to access jobs and services elsewhere.

Figure 1.4 Observed Traffic Congestion in Cambridgeshire and Peterborough (2015)

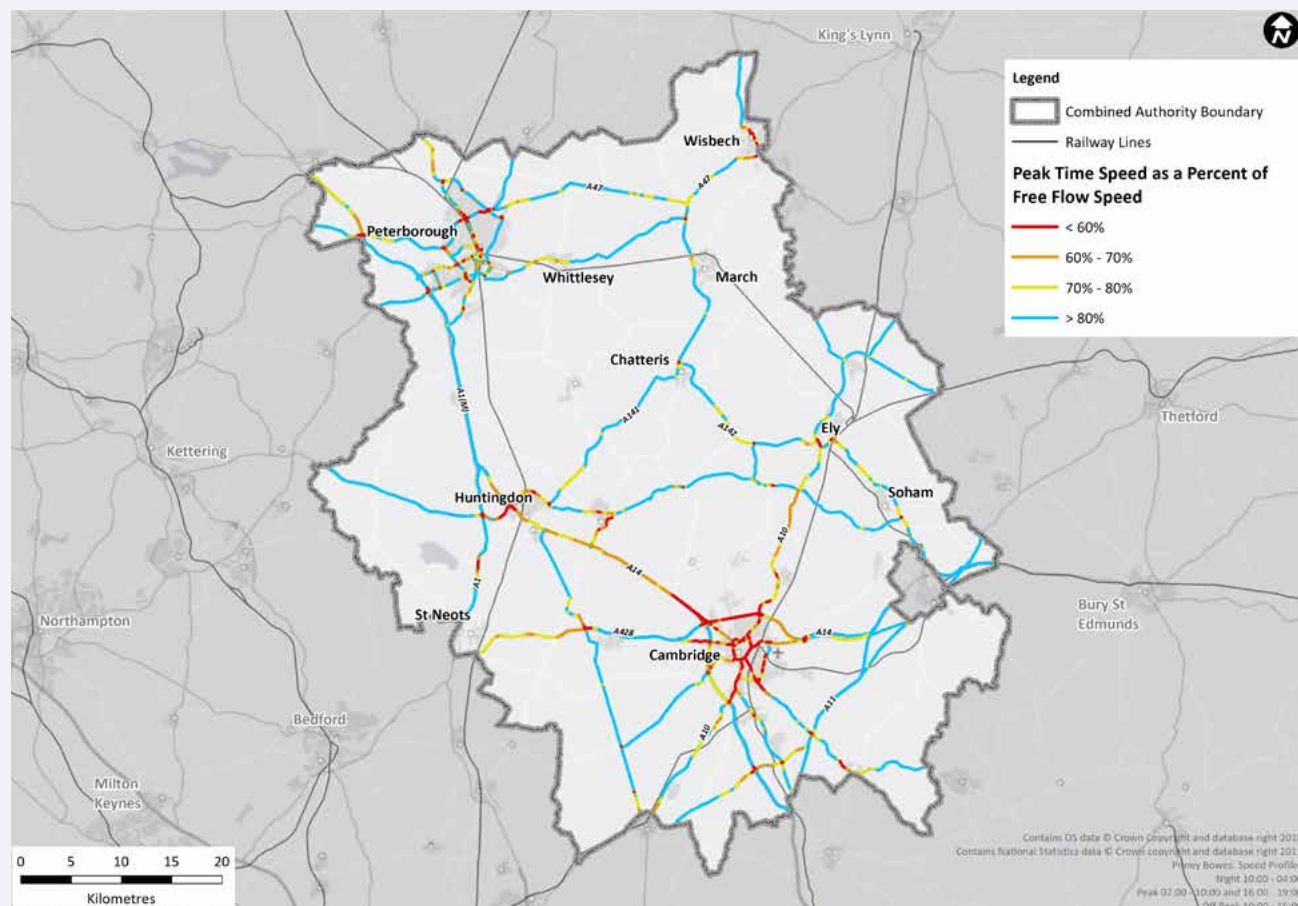
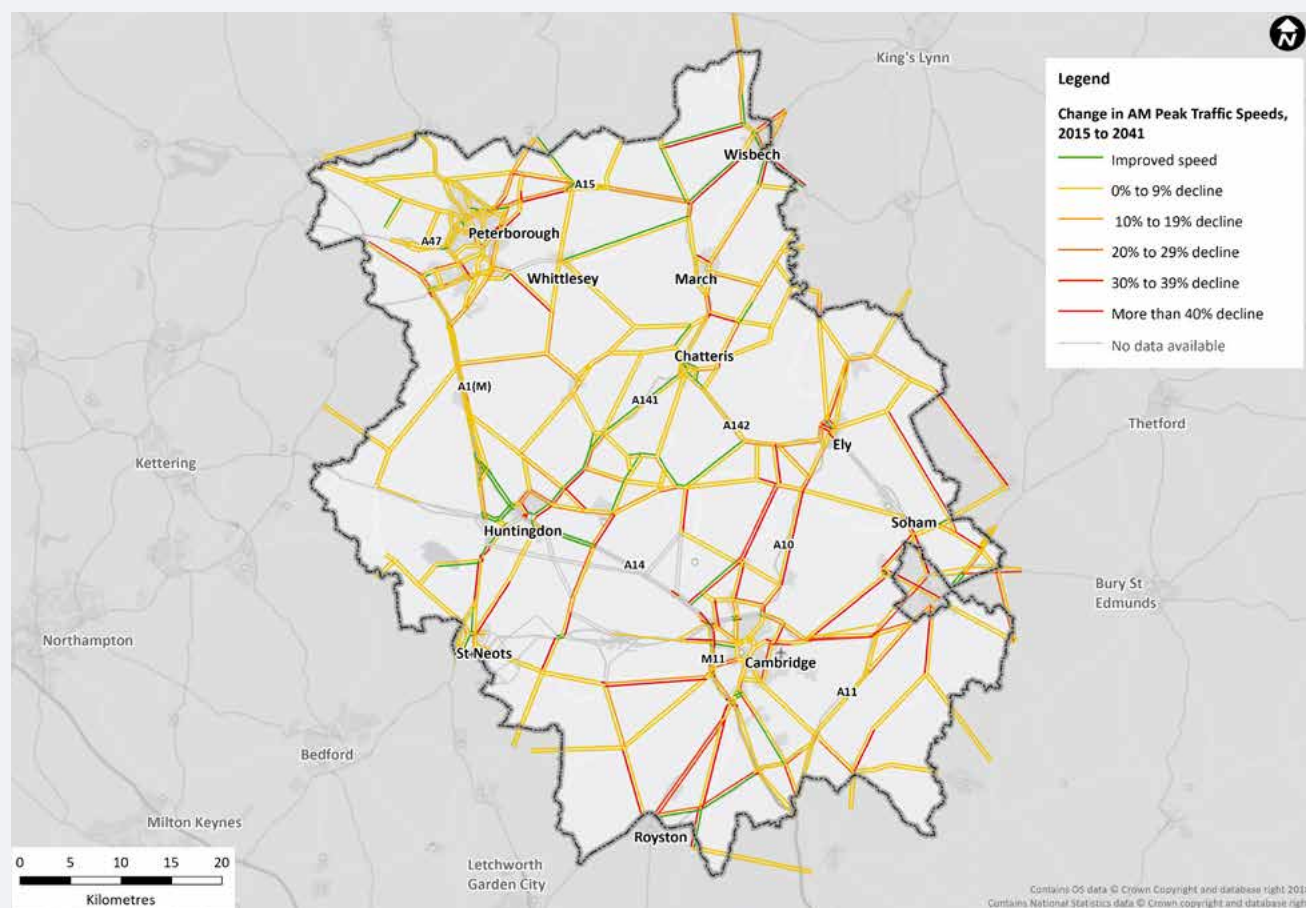


Figure 1.5 Forecast Change in Congestion in Cambridgeshire and Peterborough (2015 - 2041)



1.59 Congestion also acts to limit the effectiveness of the transport network, as shown in Figure 1.4. For example, the average speed on all major roads entering Cambridge during the 'rush hour' is less than 60% of the 'free flow' speed. The road network lacks resilience, particularly around urban areas like Cambridge where the network is constrained by listed buildings and an antiquated streetscape. Congestion is detrimental for both car users and the public transport network. On average more than 20% of bus services within Cambridgeshire and Peterborough run late, in large part due to congestion¹².

1.60 Future growth, in the absence of transport investment, is expected to result in worsening traffic congestion as capacity on the network becomes increasingly constrained. With the number of car journeys across the Combined Authority area forecast to increase by 22% by 2031, if steps are not taken now to limit this issue it will soon act as a serious brake on economic growth¹³.

1.61 Figure 1.5 outlines how traffic congestion across the region is forecast to worsen in the absence of further investment, based on outputs from Highways England's traffic modelling for 2041. There will be significant growth in the number of commuting trips originating in the areas around the City of Cambridge and to the West of Peterborough. Consequently, the A47 between Peterborough and Wisbech, together with radial routes serving Cambridge, will all see significant rises in congestion by 2041. Congestion will also worsen in and around other urban areas, particularly Ely, Wisbech and Huntingdon.

1.62 For those without access to a car, rising fares for public transport are threatening access to the public transport network. Currently fares are rising across the region, broadly in line with the national average, and significantly faster than RPI (for example, bus fares have increased nationally by an average of 66% since 2005)¹⁴. This threatens to increase 'car-dependency' – the position whereby an individual has no option but to use a car when making a journey.

Figure 1.6 Method of travel to work (2011)

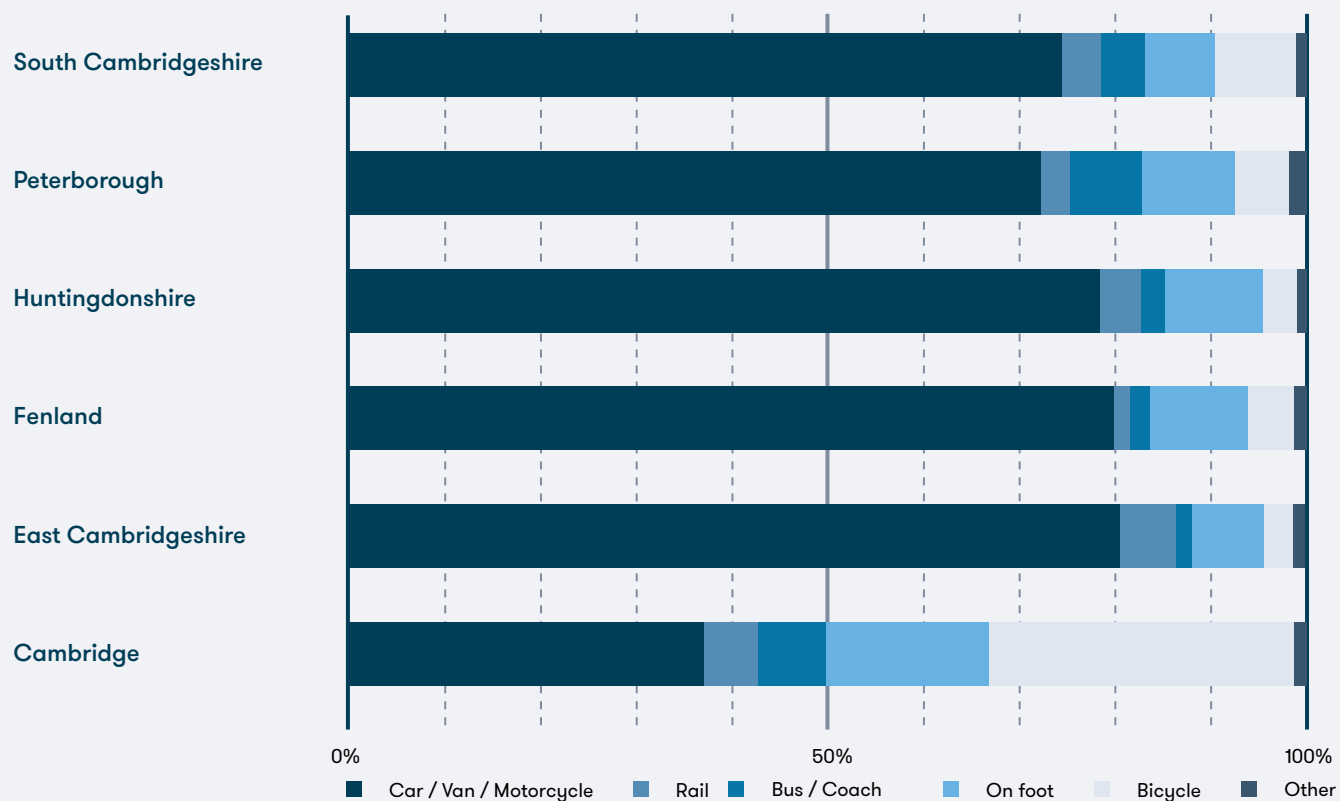
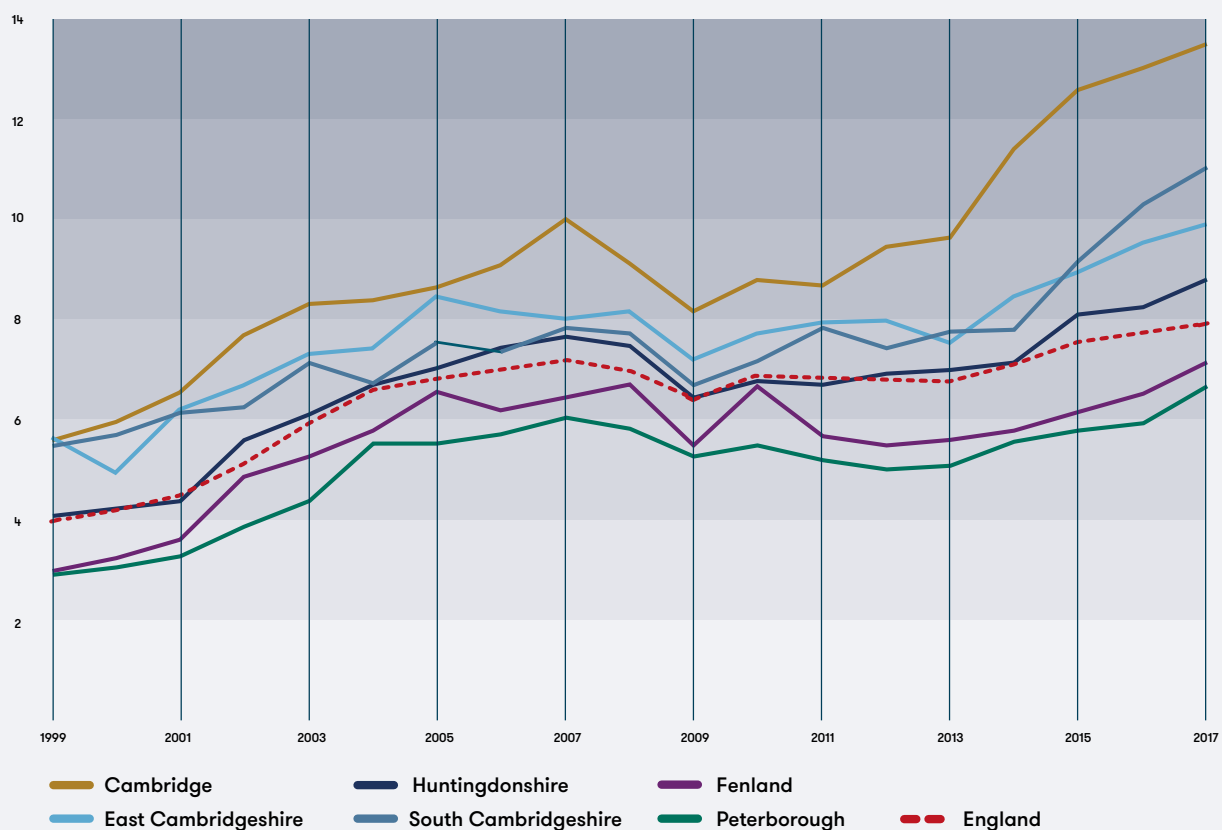


Figure 1.7 Ratio of median house price to median salary



- 1.63 One potential solution to this problem is to further promote the use of ‘sustainable’ transport modes. Their efficient use of road space makes them an effective way of tackling congestion, and the range of other benefits they bring, such as improvements to air quality, reductions in greenhouse gasses, and improvements to public realm, are closely aligned to several Local Transport Plan objectives. The use of ‘sustainable’ modes is already broadly popular within the Combined Authority area, and sees high levels of investment, particularly in Cambridge where £16 per head is spent on cycling per annum, a higher figure than in any other area of the UK¹⁵. Cambridge therefore enjoys the highest ‘mode-share’ of cycling within the region, but even here the car remains the most popular commuting method, as illustrated in Figure 1.6.
- 1.64 This transport network sits on top of a diverse socio-economic geography. The area is one of the most productive and fastest-growing in the country. Between 2001 and 2016 growth in economic output per head was 47% above the UK average in Cambridge, 7% above average in South Cambridgeshire and 3% above average in Peterborough¹⁶. Economic activity is concentrated in key ‘clusters’ of ‘Knowledge-Intensive’¹⁷ businesses, particularly around Cambridge and Peterborough. The dense concentration of these businesses allows them to take advantage of ‘agglomeration benefits’ but means that the prosperity they generate is, in turn, concentrated into small geographical areas, leading to high levels of inequality.
- 1.65 There is also a danger that without careful planning and appropriate development future economic growth might ‘overheat’ the economy causing it to ‘burn-out’; a scenario widely discussed in CPIER. The most obvious manifestation of this is the rise in house prices over the past two decades, driven by population growth outstripping the provision of new homes. This rise is illustrated by Figure 1.7.

Implications for the Local Transport Plan

- 1.66 On the basis of this evidence, some of the most relevant features for the Local Transport Plan of Cambridgeshire and Peterborough are summarised in Figure 1.8. They have been classified as strengths, weaknesses, opportunities or threats, depending on how we believe these attributes are influencing, and will continue to influence, the performance of the Combined Authority area.

Strengths

- 1.67 One of Cambridgeshire and Peterborough's core and most apparent strengths is its highly productive and innovative economy. For example, in 2015 the City of Cambridge made 341 patent applications per 100,000 of the population, the highest per capita rate for any UK city, compared to the national average of 18¹⁸. The economy of Cambridgeshire and Peterborough is centred on 'Knowledge Intensive' industries and makes extensive use of the human capital generated by the region's exceptional academic institutions.
- 1.68 Connectivity within urban areas, and between major towns, is generally of a good standard. Both Peterborough and Cambridge have high frequency urban bus networks which extend to surrounding major towns. Due to the small footprint of most towns and cities many residents are within walking distance of key services and amenities. Connectivity to Cambridge and Peterborough is also good. For example, both cities have rail connections to London of less than one-hour journey time.
- 1.69 The region is a leader in active travel provision and is widely considered to be one of the best areas in the UK for cycling. Cambridge boasts the highest mode share of cycling in the country with approximately one third of residents cycling to work on a regular basis. Peterborough also has extensive cycling and active travel networks.

- 1.70 Cambridgeshire and Peterborough have excellent environmental quality, both natural and built. This provides significant cultural value, drawing large numbers of tourists to the area and enhancing quality of life for residents.

Weaknesses

- 1.71 However, the area also has some fundamental underlying weaknesses. Although the area is broadly prosperous, and the 'Knowledge Intensive' economy sees exceptionally high levels of productivity, the region also contains significant pockets of deprivation. Inequality is therefore a key issue. Cambridge is one of the most unequal cities in the UK (as measured by GINI coefficient) and mean annual gross pay in South Cambridgeshire is over £10,000 higher than in Fenland¹⁹.
- 1.72 Despite good public transport within urban areas, wider public transport links within and across the combined authority area can be poor. For example, train services between Cambridge and Peterborough take approximately 50 minutes, despite being just 40 miles apart. There is poor provision of bus services outside the major urban areas of Cambridge and Peterborough cities. Rural access to key amenities and transport links in rural areas is also often poor. In South Cambridgeshire only 22% of residents are within 30 minutes of walking or public transport access of a town centre²⁰. This means that residents who do not have access to private cars are effectively cut off from key services and amenities.
- 1.73 Road Safety is a great concern. In 2016 there were 45 deaths across Cambridgeshire and Peterborough's roads, a figure which we see as unacceptable²¹.

Opportunities

1.74 However, these weaknesses also present opportunities to improve the transport network and, concurrently, the lives of residents across Cambridgeshire and Peterborough. For example, by providing better access to public transport we will help residents to access a range of opportunities and amenities, helping to reduce 'car dependency'. In addition, by providing a more efficient transport network, better active travel uptake, and appropriate environmental consideration during construction, the new transport network will enhance environmental quality across the region.

1.75 By better connecting people, markets and businesses, future transport provision will help to improve regional productivity. This will ultimately help the Combined Authority to reach its economic targets and improve quality of life for all. Public transport will be key in achieving these outcomes through initiatives such as new mass transit systems like the 'Cambridgeshire Autonomous Metro' (CAM), plans for which are currently being developed. Delivering these projects will stimulate a step change in connectivity in and around Cambridge and build the Combined Authority's reputation as a place with a progressive vision.

1.76 Finally, new technologies will have a transformational impact upon Cambridgeshire and Peterborough's transport network. Cambridgeshire and Peterborough is currently well placed to take advantage of these future technologies, partly because many of them are being developed within the Combined Authority area itself.

Threats

1.77 The area faces a number of threats, which, if not addressed promptly, have the capacity to seriously affect the future success of the region. Congestion is the most obvious of these and is already a serious issue within and around urban areas. Congestion lengthens journey times, making them less

reliable, while simultaneously worsening air quality and having a significant economic cost. Modelling forecasts show that if steps to improve the road network are not taken now, there will be a marked increase in congestion (and concomitant risks to the economy and air quality) within and around urban areas in Cambridgeshire and Peterborough by 2041²².

1.78 Congestion issues may be compounded by a reduction in bus service provision. Outside major cities, bus provision is falling along with patronage. Falls in provision and patronage are mutually reinforcing, and there is a danger that without intervention the already limited rural bus service will become even less effective. This reduction in provision, combined with rising fares and generally poor accessibility in rural areas, has the potential to drive users off the public transport network. Fares are currently rising faster than RPI for both trains and buses, which has the potential to make transport unaffordable for many into the future. House prices are also rising rapidly and are far above the national average in many areas of the Combined Authority. This increases the cost of living and will ultimately propagate through the economy, risking future growth.

1.79 Future demographic changes also have the potential to change demand for transport within the Combined Authority. Forecasts predict that over coming decades the average age of the population within Cambridgeshire and Peterborough will increase. This is likely to change the demands upon the transport network, changes which will need to be accommodated if it is to remain an effective system.

1.80 Finally, some areas within Cambridgeshire and Peterborough have poor mobile connectivity, an issue which causes inconvenience at present but may be a serious barrier to growth in the future, not least because good mobile connectivity and a more ubiquitous full fibre footprint will likely be required for autonomous vehicle roll-out.

Implementing the strategy



1.81 There are several important hurdles that need to be overcome before the Local Transport Plan can be implemented, and the time and effort needed to do so will be captured within the Delivery Plans to be developed during the consultation period. While these hurdles represent important checks and balances to ensure that we are making the best possible use of public and private funds, in parallel we will seek to remove unnecessary red-tape so that the benefits of improvements to our transport networks are delivered sooner and at lower cost. They include:

- + scheme assessment;
- + delivery and planning;
- + funding; and
- + monitoring and evaluation.

Scheme Assessment

1.82 The schemes that have been included in the draft Local Transport Plan have been identified and selected from a number of sources: the priority schemes and studies of the Combined Authority, previous Local Transport Plans for Cambridgeshire and Peterborough, the Greater Cambridge Partnership's work, and Local Plans; and have been reviewed with key officer stakeholders at a local, regional and national level.

1.83 The schemes have been through relevant due diligence processes. For example, the Combined Authority's priority transport schemes are being developed in line with the Combined Authority's Assurance Framework and the schemes contained within existing Local Plans have been through Examination in Public. In addition, an assessment framework, developed for the Local Transport Plan, has been deployed.

1.84 In line with good practice, the assessment framework includes consideration of schemes against their potential contribution towards the strategic objectives for the Local Transport Plan, as well as consideration of their value for money, affordability, environmental impacts (including air quality) and engineering deliverability.

- 1.85 It is a balanced and integrated package of schemes that has been brought forward for inclusion in the plan that addresses key issues and opportunities, across multiple objective priorities, as well as having full spatial coverage of the Combined Authority region.
- 1.86 Further independent assessment of schemes and policies has taken place as part of the Strategic Environmental Assessment, Habitats Regulation Assessment, and Community Impact Assessment. These assessments are provided as appendices to this draft Local Transport Plan and provide additional detail regarding the environmental, social and distributional impacts of our proposals.
- 1.87 Notwithstanding the high-level scheme assessment and sifting undertaken to inform this Local Transport Plan, all individual schemes will be subject to further scrutiny as plans for their delivery are progressed. These include further value for money testing (through the business case development process) and environmental assessment (including air quality assessments).

Delivery Planning

- 1.88 The short-term delivery plan for the use of Combined Authority funding on its priority schemes is contained within the Combined Authority's Business Plan. The Transport Delivery Plan for the Local Transport Plan will echo this as well as containing delivery plans for the wider portfolio of schemes, new policy initiation, and a programme of further complementary transport strategies. These complementary strategies will include a combination of spatial (area and corridor) based strategies and thematic, policy or modally based strategies (e.g. air quality, cycling, future mobility). Transport Delivery Plans will be reviewed annually through the Combined Authority's Medium-Term Financial Planning process.
- 1.89 The Combined Authority also commits to identifying the process through which new schemes can come forward for development and investment decisions. Currently, the Combined Authority, Peterborough City Council, Cambridgeshire County Council, and the Greater Cambridge Partnership have different processes for scheme prioritisation. The feasibility of a single process will be investigated as part of the Combined Authority's budget setting and the business plan process for capital and revenue investment in schemes and policies.

Funding

- 1.90 Central government funding has become increasingly constrained in recent years and public investment in the UK is more dependent than ever on finding sufficient local funding. Devolution has also focused decision making on seeking to find local sources for investments.
- 1.91 The City Deal, signed in 2014, will allow us to address many of the transport challenges we face in the Greater Cambridge area. The first tranche of funding available is £100m to be spent between 2015 and 2020. If the transport investments funded from this pot prove to be successful, two further tranches of funding will become available in the future – £200m from April 2020 onwards and £200m from April 2025 onwards. Local partners have committed to provide further £500m.
- 1.92 Other potential sources of funding, both to start new transport schemes and continue with existing projects, include:
- + Central Government funding, for example the Housing Infrastructure Fund, and the Growth Deal;
 - + Direct contributions from private companies and/or developers;
 - + Mayoral Community Infrastructure Levy/ Strategic Infrastructure Tariff;
 - + Business Rates Supplement and/or Increment Retention;
 - + Council Tax Precept and/or Increment Retention;
 - + Stamp Duty Increment Retention; and
 - + Land Value Capture mechanisms.

Monitoring and evaluation

- 1.93 Monitoring the effectiveness of the strategies, policies and initiatives contained within the following sections of the Local Transport Plan is critical. We want to ensure that the delivery of the Local Transport Plan is as effective as possible and is providing value for money, and therefore, have a robust monitoring framework of indicators and targets to check our progress towards delivering our strategy and achieving our objectives. Monitoring and evaluation forms a significant part of the policy feedback loop to inform future policy development, priorities and budgets.
- 1.94 A heavy emphasis is placed by the Combined Authority on a partnership approach to Monitoring and Evaluation. To ensure the Combined Authority is accountable to the local community we will report progress on an annual basis through a public board meeting and via our website.

Working in partnership

- 1.95 We will work very closely with the shared Cambridgeshire County Council / Peterborough City Council Business Intelligence Service, as part of the wider Cambridgeshire Insight partnership. The Combined Authority will fully utilise the national evaluation arrangements for the 'single investment fund' funding stream. We are also building closer working arrangements with the What Works Centre for Local Economic Growth and the Office of National Statistics Cities team. Finally, the Cambridgeshire & Peterborough Independent Economic Review has been established as a forum for developing effective challenge regarding the nature and the rate of growth (and its measurement) for the area.
- 1.96 These arrangements will collectively support the Combined Authority in having an effective methodology for monitoring and evaluation – and help ensure our approach is cost-effective making best use of existing data sets and data collected by our partners. Our detailed approach to monitoring and evaluation is outlined in our Devolution Deal Monitoring and Evaluation Framework²³.

Key and other important metrics

- 1.97 Our key transport metric and target is for:
- Residents to be within a 30-minute travel time of a major employment centre²⁴.**
- Further metrics will be identified working with our partners listed above, linked to the Transport Delivery Plan, during the consultation and engagement period over the next few months, and include indicators and targets related to:
- + journey times – along key corridors by public transport and private vehicle;
 - + station usage – passenger numbers at all stations;
 - + highway traffic counts at key pinch-points and urban gateways;
 - + road traffic accidents – the number of people Killed or Seriously Injured on the road network;
 - + high street footfall – all towns over 10,000 residents;
 - + air quality – measures of particulate matter (e.g. PM10) and harmful gases (e.g. NO2) across the transport network, particularly within Air Quality Management Areas;
 - + environmental net gain – evidence of net gain in biodiversity through the monitoring and evaluation of scheme delivery; and
 - + transport carbon emissions – tonnes of carbon dioxide emitted from travel along Cambridgeshire and Peterborough's road network.

References

1. Source: Cambridgeshire & Peterborough Combined Authority website transport section (Cambridgeshire & Peterborough Combined Authority, 2019)
2. Source: Cambridgeshire and Peterborough Independent Economic Review (Cambridgeshire & Peterborough Combined Authority, 2018)
3. Source: Growth Ambition Statement (Cambridgeshire & Peterborough Combined Authority, 2019)
4. Source: 2019/20 Budget and Medium-Term Financial Plan 2019 to 2023 (Cambridgeshire & Peterborough Combined Authority, 2019)
5. A Supplementary Planning Document adds further detail to the policies set out in the Local Plan and helps to guide future development. The 'Spaces and Movement Supplementary Planning Document' aims to help guide improvements to the city centre, identifying opportunities to improve public spaces and the way people move around the city.
6. 'Bike-It is a behaviour change programme for schools developed by Sustrans, which works by delivering training involving students, staff, parents and the wider school community. The programme aims to normalise riding a bike and to increase the number of pupils regularly cycling to school.
7. Source: Cambridgeshire and Peterborough Devolution Deal (HM Government and Cambridgeshire & Peterborough Combined Authority, 2017)
8. The Plan is produced in accordance with the Combined Authority's duty, as set out in the Local Transport Act 2008. This Act also removed the requirement to prepare a new Local Transport Plan every five years and replaced it with a requirement to keep the Local Transport Plan under review and replace it as the authority sees fit.
9. Source Cambridgeshire and Peterborough Strategic Spatial Framework (Non-Statutory): Towards a Sustainable Growth Strategy to 2050 (Cambridgeshire & Peterborough Combined Authority, 2018)
10. Source: Great Britain Tourism Survey 2017 (Visit Britain, 2018)
11. Source: Journey time statistics (Department for Transport, 2018)
12. Source: Bus Statistics (Department for Transport, 2018)
13. Source: Cambridge Sub-Regional Model 2, 2031 Foundation Case (Cambridgeshire County Council)
14. Source: Bus Statistics (Department for Transport, 2018)
15. Source: Greater Cambridge Partnership Website (Greater Cambridge Partnership, 2018)
16. Source: Regional economic activity by gross value added (Office for National Statistics, 2017)
17. For the purposes of this document, 'knowledge intensive' jobs are considered to be those which rely heavily on professional knowledge, and include a broad range of intangible assets, like research, data, software and design skills, which capture or express human ingenuity. The creation and application of knowledge is especially critical to the ability of firms and organisations to develop in a competitive global economy and to create high-wage employment (Source: OECD, 2013)
18. Source: Cambridgeshire and Peterborough Independent Economic Review (CPIER, 2018)
19. Source: Cities Outlook 2018 (Centre for Cities, 2018)
20. Source: Journey time statistics (Department for Transport, 2018)
21. Source: Road accidents and safety statistics (Department for Transport, 2018)
22. Source: Cambridge Sub-Regional Model 2 (Cambridgeshire County Council)
23. Source: Devolution Deal Monitoring and Evaluation Framework (Cambridgeshire & Peterborough Combined Authority, 2019)
24. In 2016, about 50 percent of residents could travel to a major employment centre within 30 minutes by public transport.

2. Our Strategy



Introduction



- 2.1 This chapter contains the overarching transport strategy for Cambridgeshire and Peterborough - explaining how our transport network will be enhanced to support the goals and objectives set out in the previous section, including the key transport planning approaches and schemes/initiatives that will be required.
- 2.2 Some aspects of the strategy are, necessarily, under development and will need to demonstrate both value for money and affordability before they are able to proceed. Moreover, some schemes that have not yet been identified in this strategy may emerge over the lifetime of this Local Transport Plan. As established in Chapter 1, it is therefore imperative that the transport strategy is sufficiently flexible to influence and support transport initiatives as they are brought forward. It will do so by:
- ^ providing a rigorous process for scheme prioritisation and development; and
 - ^ undertaking annual Delivery Plan reviews, aligned to the Combined Authority's Medium-Term Financial Planning process.
- 2.3 The remainder of this chapter:
- ^ describes the guiding principles that have been employed to inform and shape our strategy for transport in Cambridgeshire and Peterborough; and
 - ^ presents an overview of our overall strategy, including the vision, goals and objectives for transport in Cambridgeshire and Peterborough, and a sample of selected schemes.
- 2.4 The overarching strategy is then followed up in Chapter 3 with more detailed strategies for Peterborough City Council, the Greater Cambridge Partnership area (Cambridge City Council and South Cambridgeshire District Council), and the Local Planning Authority areas of Huntingdonshire, East Cambridgeshire and Fenland.



Our overall strategy



Overview

- 2.5 Our region is both large and diverse: 850,000 residents and 42,000 businesses call Cambridgeshire and Peterborough home, in an area covering some 340,000 hectares. It is home to a wide range of communities, settled in diverse geographical and social settings – from the cities of Peterborough and Cambridge, to large market towns and a network of rural villages and hamlets.
- 2.6 Developing a unified transport strategy for the whole region is complex, yet important. Ensuring we put our communities first in the planning and investment in our transport network is central to our strategy. Integrated transport and spatial planning, investment in high quality public realm in our town and city centres, safe and attractive walking and cycling infrastructure, accessible and frequent public transport and with innovative new transport modes designed to enhance mobility will all play an important role in helping achieve our ambition for healthy, thriving communities in Cambridgeshire and Peterborough.
- 2.7 Our strategy will also help to deliver on the Combined Authority's strategic ambition to become the UK's capital of innovation and productivity, and to double the size of its economy from £22 billion Gross Value Added (GVA) to £40 billion over the next 25 years. Improving journey times, both by road and rail, and reliability is important for businesses to access their markets, collaborators and supply chains. Improving journey times will also help to increase the geographical catchment from which to draw growing workforces, helping businesses to realise their full potential for growth.
- 2.8 Enhancing our transport network and creating new journey opportunities that do not solely rely on the private car is key to prevent congestion from worsening, and to accommodate new and existing journeys as sustainably as possible. Large-scale investment in public transport, including a rapid transit network for Cambridgeshire and a new rail link to Wisbech, coupled with improved highway links, from the Parkway network in Peterborough to the A47 and A10 corridors, will provide extra capacity and connectivity, especially north-south, for people to travel and support our regions' growth.

- 2.9 Investment in world-class walking and cycling facilities, including a network of segregated cycleways and new bridges of the River Nene, Cam and Ouse, will create sustainable travel opportunities, reducing traffic flows and improving air quality through encouraging people to walk or cycle rather than drive for shorter journeys. Investment across the region in transport technology, research and innovation, and deployment, will ensure that the area is globally renowned for being forward-thinking and progressive regarding mobility and movement – putting the region at the forefront of tackling one of the Government’s Industrial Strategy Grand Challenges – the future of mobility²⁵.
- 2.10 The Combined Authority has also stated its ambition for everyone to have access to a good job within easy reach of home. To achieve this will require not only an increasing level of jobs, but also provision of high-quality housing and commercial spaces within and near existing communities to accommodate a growing population and workforce. The Combined Authority is supporting the region’s Local Planning Authorities in targeting more than 90,000 new jobs and over 100,000 new homes by 2036, as outlined in their adopted Local Plans.
- 2.11 The transport network has a role to provide access to sites for housing and employment, as well as increasing the capacity and connectivity of the overall transport network to accommodate the extra journeys from more households and to many more jobs, aligned with other investment in digital connectivity, energy supplies and other utilities, and skills, housing, and other civic infrastructure and business support.
- 2.12 Growth will be inclusive, truly sustainable and spread evenly across the entirety of the area, creating a place where all members of our community contribute to, and benefit from, our area’s growth and success. Currently, employment, amenities and prosperity are predominantly centred in and around the cities of Cambridge and Peterborough, but these cities also contain significant areas of deprivation, and Cambridge has the most uneven income distribution of any UK city²⁶. Our proposals will help to spread success across our region, ensuring that all our residents benefit from growth wherever they live.
- 2.13 Transport will play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Investment in our sustainable transport network will facilitate improved access to education and skills provision, including for those without access to a car. Enabling suitable bus services from towns and villages to nearby Further Education colleges will be a priority, together with local walking and cycling links, as will making the planned University of Peterborough is accessible not only to residents within the city but surrounding villages and market towns in Cambridgeshire too.

- 2.14 Transport will play an important part in ensuring that our workforce is able to access the skills and education required for the modern world. Investment in our sustainable transport network will facilitate improved access to education and skills provision, including for those without access to a car. Ensuring suitable bus services from all towns and villages to nearby Further Education colleges will be a priority, together with local walking and cycling links, as will making the planned University of Peterborough is accessible not only to residents within the city but surrounding villages and market towns in Cambridgeshire too.
- 2.15 Our approach, including a commitment to environmental net gain through investment in transport, will support our communities to become high quality, sustainable environments²⁷ where people want to live. Reducing the need to travel, and distances travelled, through integrated land use, transport planning, investment in digital and mobile connectivity and energy supply, will be a central pillar in meeting local and national ambitions to significantly reduce greenhouse gas emissions by 2050²⁸.

Guiding principles

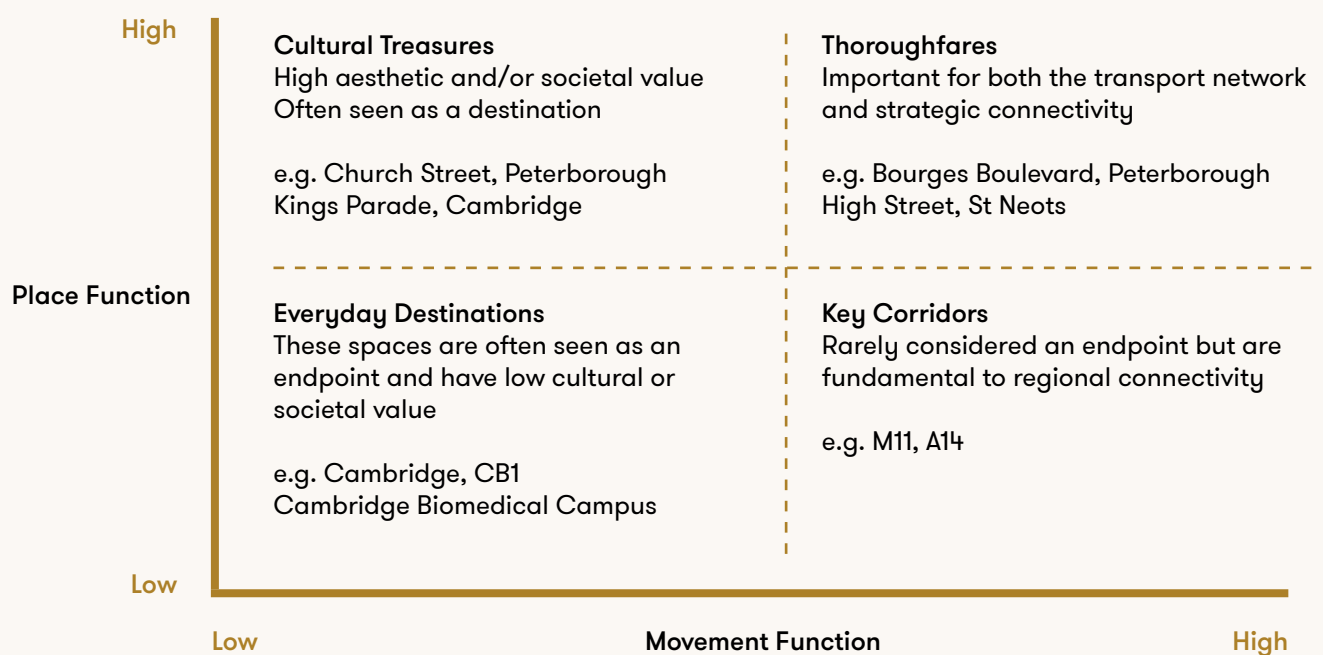


- 2.16 Several high-level principles provide overarching guidance to our transport strategy. Among these, the concepts of user hierarchy, achieving mode shift, transport integration and the role of technology are the most important.

Table 2.1 High-level user hierarchy

Relative Importance	Transport Mode
High	Pedestrians
	Cyclists
	Public transport
	Specialist service vehicles
Low	Other motor vehicles

Figure 2.1 Movement and place function



User hierarchy

- 2.17 To help guide the development of new transport schemes we have developed a user hierarchy, which outlines how consideration will be given to the needs of different transport modes. This Local Transport Plan privileges the 'active modes' over other forms of transport, as we believe that their benefits align closely with our three goals of Economy, Equity and Environment. The overall user hierarchy is outlined in Table 2.1.
- 2.18 In addition to this high-level, simplified user hierarchy, we have developed a user hierarchy based around consideration of 'place' and 'movement', which will be used to examine transport schemes on a case-by-case basis. A diagrammatic explanation of the relationship between place and movement is provided in Figure 2.1
- 2.19 In spaces with a high movement function and low place function, efficient transport modes will be given priority. For example, along fast-moving roads such as the A14, the private car and Heavy Commercial Vehicles will be given higher priority, while consideration will also be given to how the infrastructure can facilitate walking and cycling e.g. parallel segregated pathways; safe junction crossings. By contrast, in spaces with low movement requirements but high place value, priority will be given to modes that best preserve that specific setting or location. For example, along Kings Parade cyclists and pedestrians will be given priority as these modes provide good access to this space whilst causing minimal disruption.
- 2.20 As ever, there will be borderline cases where a degree of judgement will be required in order to identify the most suitable user hierarchy given their movement and place functions. In these cases, a combination of professional judgement, local engagement and location-specific constraints will inform the definition of the user-hierarchy.
- 2.21 Considering 'place' and 'movement' reflects the reality of the transport network and the needs which it must serve. Different transport modes have different strengths and weaknesses, meaning that different modes are appropriate for different situations. The best transport networks enable a mix of modes to operate that marry closely to the geographical requirements of a given area. We believe that considering 'place' and 'movement' function as part of our user hierarchy will be the best way to deliver a transport network that provides good connectivity, whilst preserving the localities which it serves.

Mode shift - providing attractive alternatives to driving

2.22 Our strategy is focused on transport-oriented planning and development. This approach aims to reduce the need to travel, particularly by private car, by providing attractive alternatives that support a significant shift to more sustainable forms of transport.

2.23 More people travelling on foot, by bike and public transport, rather than by private car, will help to reduce congestion, improve air quality and safety, and create attractive, healthy, and thriving streets and communities. Many of our core policies aim to encourage this shift to walking, cycling and public transport: from providing sustainable connectivity to and within new developments, to delivering world-class walking and cycling infrastructure, and a new, more integrated and accessible, public transport network. Major projects, such as the Cambridgeshire Autonomous Metro (CAM); a new rail link to Wisbech; and East West Rail, will provide new journey opportunities, with fast, frequent services and competitive journey times, designed to act as a genuine alternative to the private car.

2.24 Currently, private car is the most popular transport mode for making journeys in and around Cambridgeshire and Peterborough. Our strategy recognises this, and includes provision for improvements to our road network to support development, tackle key 'pinch points' in the network, and make travelling by car more reliable. However, providing a wider range of travel options so that people have a genuine alternative to the private car is also key to achieving our wider social and environmental objectives, and delivering the sustainable growth required to meet the Combined Authority's ambitions.

Integration

- 2.25 Transportation is most effective when integration is encouraged, across geographic boundaries and modes, allowing a true transport 'network' to develop. There are already clear examples of this within Cambridgeshire and Peterborough. For example, around Cambridge city there are five well-used Park & Ride sites. Through infrastructure and pricing strategies Park & Ride encourages individuals to make multi-modal trips, making use of the car in low-density rural environments where it is an efficient mode choice, before switching to public transport in urban environments where the car causes congestion and noise / air pollution.
- 2.26 To make the transport network more efficient, flexible and provide better connectivity, it is important that this type of 'integration' is encouraged. One example are the new travel hubs currently being developed by the Greater Cambridge Partnership, designed as flexible transport interchanges that will allow people greater access to sustainable transport networks. Future developments such as CAM (the Cambridgeshire Autonomous Metro) are also looking to develop 'hubs' rather than 'stops', encouraging users to see CAM as one part of their journey rather than only useful when their origin and destination are exactly on the CAM network.
- 2.27 To support our economy, and to help spread the benefits of growth to as many residents and businesses as possible, improving integration between the north and the south of the Combined Authority area will be needed. This will involve a combination of removing bottlenecks, enhancing and closing gaps in our existing infrastructure and creating new North-South corridors e.g. new services between Wisbech and March extending further south to Cambridge.

Future technology

- 2.28 Over the next twenty years technology will undoubtedly cause significant changes to our transport network. Disruptive technologies regularly transform the ways in which we make journeys, and the current, rapid progress in areas such as artificial intelligence, automation, electrification and mobile networks are likely to have a big impact in the near future. Predicting the exact nature of these technological developments and the impact they will have on the transport network is challenging. Any such predictions will likely have a high degree of uncertainty and using them to drive long-term strategy is unwise. However, for Cambridgeshire and Peterborough to remain economically dynamic centres of innovation and progress they must stay at the forefront of future transport and technology, as well as the digital, mobile and energy infrastructure required to support delivery and operation.
- 2.29 To achieve this, we must remain open-minded and forward looking regarding new technologies. Legislation and policy must be progressive and open to change. Many emerging technologies evolve more quickly than regulation, therefore Cambridgeshire and Peterborough must react to these changes efficiently and facilitate rather than inhibit them where sensible. The right 'conditions' for future transport modes to take root must be created. For example, to allow autonomous vehicles to operate effectively, improving the mobile network to 5G standard will almost certainly be required.
- 2.30 In the long-term the region must avoid becoming 'path-dependent' or committing too much to any single transport mode. Historically, the most effective transport networks have combined a range of modes to provide an array of services for different users and journey types. Although technology will provide new modes and change the exact nature of journeys, it is likely that a diverse, multi-modal transport network will provide the best transport for the residents of Cambridgeshire and Peterborough into the future.

Major schemes



2.31 Where strategies in previous Local Transport Plans have been largely predicated on overcoming existing and anticipated future challenges, this Local Transport Plan is designed to be focussed on meeting the Combined Authority's ambitions plans for growth. In doing so, the Local Transport Plan presents a clear strategy against ten specific objectives which will need to be fulfilled if the ambition is to be met. These objectives underpin the delivery of the Local Transport Plan and form the basis against which schemes have been assessed. They are described below with a selection of key schemes (shown in Figure 2.2) to illustrate how they will be delivered.

Transport and the economy

2.32 First, we want to connect all new and existing communities sustainably, so residents can easily access a good job within 30 minutes, spreading the region's prosperity. The transport network across the area is already of a good quality, but there remain significant areas for improvement. As much as possible, we want to encourage mode transfer from the private car to public and 'active' transport modes, ultimately aiming to reduce 'car dependency'.

2.33 Traffic congestion is the most frequent form of disruption to our region's transport network, posing a risk to the Combined Authority's future growth and prosperity. Within urban and surrounding areas, solutions to manage demand for road space are being explored, such as the construction of the Cambridgeshire Autonomous Metro (CAM). CAM will provide high quality, high frequency metro services, delivering a step change in connectivity across the city and helping to deliver 'agglomeration benefits'; the benefits businesses reap from increased competition, knowledge sharing and efficiency gains, brought by greater proximity to one another. Once the case for investment in the core CAM network in and around Cambridge has been established, we will explore the viability of extending the CAM network to connect locations across the Combined Authority area.

2.34 Rail usage is already on the rise across the Combined Authority area, and we will promote a range of schemes to help encourage and accommodate this trend. For example, there are a number of new railway stations being proposed for the region, including Soham station, which would reintegrate Soham town into the national rail network, and Cambridge South station, the construction of which would provide much needed additional capacity near the Cambridge Biomedical Campus. East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will transform public transport connectivity along the Oxford to Cambridge corridor, while construction of a new rail link from March to Wisbech would improve public transport connectivity to the latter. More locally, improvements to rail junctions in Ely will enable more frequent services and make journeys quicker for passengers.

2.35 Buses also form a fundamental component of the transport network across Cambridgeshire and Peterborough, particularly in rural areas. We will explore the best operating and delivery model for our public transport network, while acknowledging the different requirements of urban and rural residents. For example, we will seek to ensure that rural areas have a public transport service that provides access to employment, education, shopping and recreation. In addition, we will work with operators to place inter-urban bus services, combined with local rail services, at the centre of an integrated rural public transport network.

2.36 Although we want to prioritise the development of public and 'active' transport modes, we also recognise that the private car remains a key mode for many residents across Cambridgeshire and Peterborough. We will therefore support targeted highway infrastructure and enhancement schemes such as the construction of a Huntingdon Third River Crossing, to connect the highway network north of the Great River Ouse to the strategic road network; upgrades to the A47 between Kings Lynn, Wisbech and Peterborough, to improve labour market

Map of the East of England Region

Legend:

- Mode:**
 - Highway (Orange line)
 - Public transport (Blue line)
- Status:**
 - Under Construction (Solid grey line)
 - Committed (Dashed grey line)
 - Proposed (Dotted grey line)
- Routing:**
 - Indicative (Solid blue line)
 - Confirmed/ existing (Dashed blue line)
- Local Plan allocated growth areas (Purple shaded regions)

Key Locations and Infrastructure:

- Cities/Towns:** London, Stevenage, Luton, Bedford, St Neots, Huntingdon, St Ives, Alconbury, Peterborough, March, Wisbech, Ely, Newmarket, Cambridge, Royston, Stansted, Haverhill, Ipswich, Norwich, King's Lynn, Downham Market, Stamford, Birmingham, Leeds, York & Newcastle.
- Highways:** A1, A10, A14, A47, A605, A1073, A1101, A1123, A142, A141, A144, A145, A146, A147, A148, A149, A150, A151, A152, A153, A154, A155, A156, A157, A158, A159, A160, A161, A162, A163, A164, A165, A166, A167, A168, A169, A170, A171, A172, A173, A174, A175, A176, A177, A178, A179, A180, A181, A182, A183, A184, A185, A186, A187, A188, A189, A190, A191, A192, A193, A194, A195, A196, A197, A198, A199, A200, A201, A202, A203, A204, A205, A206, A207, A208, A209, A210, A211, A212, A213, A214, A215, A216, A217, A218, A219, A220, A221, A222, A223, A224, A225, A226, A227, A228, A229, A230, A231, A232, A233, A234, A235, A236, A237, A238, A239, A240, A241, A242, A243, A244, A245, A246, A247, A248, A249, A250, A251, A252, A253, A254, A255, A256, A257, A258, A259, A260, A261, A262, A263, A264, A265, A266, A267, A268, A269, A270, A271, A272, A273, A274, A275, A276, A277, A278, A279, A280, A281, A282, A283, A284, A285, A286, A287, A288, A289, A290, A291, A292, A293, A294, A295, A296, A297, A298, A299, A300, A301, A302, A303, A304, A305, A306, A307, A308, A309, A310, A311, A312, A313, A314, A315, A316, A317, A318, A319, A320, A321, A322, A323, A324, A325, A326, A327, A328, A329, A330, A331, A332, A333, A334, A335, A336, A337, A338, A339, A340, A341, A342, A343, A344, A345, A346, A347, A348, A349, A350, A351, A352, A353, A354, A355, A356, A357, A358, A359, A360, A361, A362, A363, A364, A365, A366, A367, A368, A369, A370, A371, A372, A373, A374, A375, A376, A377, A378, A379, A380, A381, A382, A383, A384, A385, A386, A387, A388, A389, A390, A391, A392, A393, A394, A395, A396, A397, A398, A399, A400, A401, A402, A403, A404, A405, A406, A407, A408, A409, A410, A411, A412, A413, A414, A415, A416, A417, A418, A419, A420, A421, A422, A423, A424, A425, A426, A427, A428, A429, A430, A431, A432, A433, A434, A435, A436, A437, A438, A439, A440, A441, A442, A443, A444, A445, A446, A447, A448, A449, A450, A451, A452, A453, A454, A455, A456, A457, A458, A459, A460, A461, A462, A463, A464, A465, A466, A467, A468, A469, A470, A471, A472, A473, A474, A475, A476, A477, A478, A479, A480, A481, A482, A483, A484, A485, A486, A487, A488, A489, A490, A491, A492, A493, A494, A495, A496, A497, A498, A499, A500, A501, A502, A503, A504, A505, A506, A507, A508, A509, A510, A511, A512, A513, A514, A515, A516, A517, A518, A519, A520, A521, A522, A523, A524, A525, A526, A527, A528, A529, A530, A531, A532, A533, A534, A535, A536, A537, A538, A539, A540, A541, A542, A543, A544, A545, A546, A547, A548, A549, A550, A551, A552, A553, A554, A555, A556, A557, A558, A559, A560, A561, A562, A563, A564, A565, A566, A567, A568, A569, A570, A571, A572, A573, A574, A575, A576, A577, A578, A579, A580, A581, A582, A583, A584, A585, A586, A587, A588, A589, A590, A591, A592, A593, A594, A595, A596, A597, A598, A599, A600, A601, A602, A603, A604, A605, A606, A607, A608, A609, A610, A611, A612, A613, A614, A615, A616, A617, A618, A619, A620, A621, A622, A623, A624, A625, A626, A627, A628, A629, A630, A631, A632, A633, A634, A635, A636, A637, A638, A639, A640, A641, A642, A643, A644, A645, A646, A647, A648, A649, A650, A651, A652, A653, A654, A655, A656, A657, A658, A659, A660, A661, A662, A663, A664, A665, A666, A667, A668, A669, A670, A671, A672, A673, A674, A675, A676, A677, A678, A679, A680, A681, A682, A683, A684, A685, A686, A687, A688, A689, A690, A691, A692, A693, A694, A695, A696, A697, A698, A699, A700, A701, A702, A703, A704, A705, A706, A707, A708, A709, A710, A711, A712, A713, A714, A715, A716, A717, A718, A719, A720, A721, A722, A723, A724, A725, A726, A727, A728, A729, A730, A731, A732, A733, A734, A735, A736, A737, A738, A739, A740, A741, A742, A743, A744, A745, A746, A747, A748, A749, A750, A751, A752, A753, A754, A755, A756, A757, A758, A759, A760, A761, A762, A763, A764, A765, A766, A767, A768, A769, A770, A771, A772, A773, A774, A775, A776, A777, A778, A779, A780, A781, A782, A783, A784, A785, A786, A787, A788, A789, A790, A791, A792, A793, A794, A795, A796, A797, A798, A799, A800, A801, A802, A803, A804, A805, A806, A807, A808, A809, A810, A811, A812, A813, A814, A815, A816, A817, A818, A819, A820, A821, A822, A823, A824, A825, A826, A827, A828, A829, A830, A831, A832, A833, A834, A835, A836, A837, A838, A839, A840, A841, A842, A843, A844, A845, A846, A847, A848, A8

accessibility to and from the Fens and Wisbech Garden town; King's Dyke crossing improvements, to relieve traffic congestion and associated safety issues caused by the level crossing; upgrades to the A505, to improve accessibility and support development at the Wellcome Genome Campus; and dualling of the A428, which will significantly improve commuter links along the Oxford to Cambridge corridor. Improvements to the A14, one of the most congested routes in the country, are currently underway and will bring journey time, reliability and safety benefits to residents, workers and businesses alike.

- 2.37 Looking further ahead, we may consider a link road connecting the M11 in the Girton area to the A47 in the Guyhirn / Wisbech area. Through improving regional accessibility to the Strategic Road Network, a new or upgraded route would aim to provide conditions that encourage inward investment in higher value employment sectors in the north of Cambridgeshire; reduce spatial inequalities across Cambridgeshire, sharing and expanding the benefits of the success of the Greater Cambridge area; and support economic and housing growth in Fenland.
- 2.38 Alongside the physical improvements, we are committed to enhancing the region's 'virtual network'. Faster, more reliable digital connectivity will provide improved connectivity between businesses and to homes; greater working flexibility, thereby taking the strain off the transport network; and allow better management of our transport networks to increase capacity, for travel times to be more reliable, and ultimately, safer for making all journeys.
- 2.39 Improvements to the transport network will also help to support new housing and development to accommodate a growing population and workforce, and address housing affordability issues. The housing market is currently very 'overheated', particularly around Cambridge, where the average house price is nearly 13 times the annual salary, compared to the national average of just under eight times. The effects

of higher house prices propagate through the economy potentially slowing growth. Local plans include targets for over 100,000 new homes, by 2036²⁹, with the location of the strategic sites shown in the Cambridgeshire and Peterborough Non-Statutory Spatial Framework (NSSF) Phase 1. Transport will help to unlock future development sites and connect new residents to jobs and amenities.

- 2.40 For example, necessary partnerships and plans are currently being developed for the construction of vastly improved public transport connectivity to Alconbury. Connectivity and a new travel hub will play a central role in delivering over 8,000 jobs at the Alconbury Weald Enterprise Zone, accelerate the development of 6,000 new homes and sustainably connect new residents to jobs and amenities. Improvements on the Ely-Cambridge transport corridor will unlock key opportunities such as a new town north of Waterbeach and development on the Cambridge Science Park.

Transport and society

- 2.41 Everybody should be able to access our transport network, feel safe, and be healthier when they do so. We want to promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all. To achieve this, the network must be examined at every scale, from curb-heights to area-wide highway network planning, ensuring that nobody is excluded from using the transport network due to personal circumstances; income, age, disability or any other factors. This 'human-centred' thinking is a central component of our approach across projects and schemes. We also want to embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries on the transport network. Almost all transport related deaths occur on the road, and so improvements to highway safety will be our focus when aiming to reduce fatalities on the transport network.

2.42 We also recognise that the transport network does not always function flawlessly and is subject to internal and external stresses that can cause delays. We must therefore make the transport network resilient and adaptive to human and environmental disruption, improving journey time reliability. Cambridgeshire and Peterborough is one of the driest areas in the UK, yet also susceptible to flooding due to its predominantly low-lying topography. This means that transport infrastructure can be vulnerable to extreme weather events and must be appropriately protected. We will look to incorporate climate resilience into the new transport network, designing infrastructure that is resilient but also easily repairable. By ensuring that the transport network is protected against human and environmental disruptions, journey time reliability will be improved for residents, allowing quicker and more enjoyable journeys across the Combined Authority.

Transport and the environment

2.43 While encouraging development, we also want to deliver a transport network that protects and enhances our natural, historic and built environments. We are fortunate to have exceptionally high-quality environments within Cambridgeshire and Peterborough, which have positive impacts on the quality of life for our residents. Nonetheless, there are biodiversity challenges and not everyone has easy access to good quality open space. We must therefore integrate environmental considerations, including biodiversity net gain, into our thinking throughout the development of the future transport network and ensure that all new transport schemes cause minimal disruption to the environment both during construction and operation.

2.44 In a similar vein, we shall aim to ensure transport initiatives improve air quality across the region, exceeding standards as set by the European Union³⁰. We will work to improve air quality and noise pollution, exploring options such as electrification of local taxi fleets and increasing the number of buses running on sustainable fuels. This will ensure that locally, air quality sees significant improvement, improving the health and quality of life for residents.

2.45 We also want to ensure that we reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change. We understand that climate change, a global issue, requires interventions at a local scale. We recognise that everybody has a role to play in tackling this issue and want to ensure that Cambridgeshire and Peterborough are proactive in this area.

2.46 To help drive these changes we must also provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles. 'Active' transport modes like walking and cycling have a very positive impact upon local air quality, greenhouse gas emissions, and public health. Walking and cycling are already popular transport modes within certain areas of the Combined Authority, such as Cambridge, but we must ensure that they become more widespread across the region.

2.47 To help promote walking and cycling, we will develop Local Cycling and Walking Implementation Plans (LCWIPs) to provide evidence for prioritised investment in cycling and walking infrastructure. We will develop high quality cycle provision, through schemes such as the Greater Cambridge Partnership's Greenways. This will involve building upon the current network and providing additional links to join up key destinations that are already partially served (for example the Chisholm Trail in Cambridge).

2.48 In addition, the use of active travel as part of multi-modal trips will be encouraged wherever possible. For example, we will investigate the possibility of a cycle hub in Peterborough city centre and improve cycle links to other key destinations around the city. Broadly we must consider ‘place’ and ‘movement’ function when designing new infrastructure to ensure that we can provide good transport connectivity whilst retaining and developing ‘healthy streets’.

2.49 On a broader scale, Cambridgeshire and Peterborough depends upon national and international connectivity to drive its economic prosperity. We must therefore ensure that all our region’s businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports. For example, the Combined Authority is currently working in partnership with Highways England to assess the viability of dualling the A47, which would significantly improve east-west freight movement in the north of the combined authority area. In addition, we will support infrastructure and signaling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.

2.50 The following chapter provides a summary of our strategy for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire and Fenland. Additional detail regarding the specific projects that are under consideration in each area is provided in Appendix A.

References

25. Industrial Strategy: Building a Britain fit for the future (HM Government, 2017)
26. Cities Outlook 2018 (Centre for Cities, 2018)
27. A Green Future: Our 25 Year Plan to Improve the Environment (Defra, 2018)
28. Road to Zero (Office for Low Emission Vehicles, 2018)
29. Cambridgeshire and Peterborough Non-Statutory Spatial Framework, (Cambridgeshire & Peterborough Combined Authority, 2018)
30. Air quality standards are set in European Union (EU) Directive 2008/50/EC on Ambient Air Quality and Cleaner Air for Europe and the Fourth Daughter Directive (2004/107/EC)

3. Local Strategies

Introduction



3.1 Chapter 2 set out the overarching transport strategy for Cambridgeshire and Peterborough, explaining how the Combined Authority will work to enhance our transport network to achieve the strategy goals and objectives set out in Chapter 1. This established the 'high level' approach for transport investment to support the Combined Authority's growth ambitions, and a package of priority schemes to be delivered.

3.2 However, each district of Cambridgeshire and Peterborough is different; hence we have developed distinct strategies for the geographical areas of Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire and Fenland. These are set out in this chapter, and each reflects local transport constraints, opportunities and patterns of growth.

3.3 Each strategy outlines the major schemes expected to be delivered within each area to deliver our objectives, both directly by the Combined Authority and in partnership with other local and national stakeholders. Some aspects of the strategies are, by necessity, still under development and hence all schemes will need to demonstrate value-for-money and affordability, together with alignment with our strategic priorities, before they are able to proceed.

3.4 Each strategy is set out below, and includes:

- a summary of recent and planned growth, and local transport constraints;
- progress and projects delivered to date; and
- the transport schemes to help deliver each strategy.

Peterborough



- 3.5 Peterborough is a rapidly growing city, with a population of approximately 200,000 people. Traditionally a 'railway town', centred upon its location as a major rail junction on the East Coast Main Line between London and the North of England, it grew rapidly after designation as a 'new town' in the 1960s. Surrounded by a predominately rural district with few major service and employment centres, Peterborough includes a large historic town centre with an extensive shopping offer, a major hospital, numerous key employment sites and the site of the future Peterborough University.
- 3.6 Peterborough's patterns of growth are reflected in the city's geography, and its transport network. Peterborough's town centre and 'inner city', including the historic Cathedral and numerous Victorian terrace streets, are surrounded by lower-density development from later years linked by a radial 'Parkway' network of high-capacity dual carriageway roads. This network supports efficient movements between and within the city, resulting in significantly less congestion than elsewhere in Cambridgeshire and Peterborough, helping to support significant growth around the city.

Recent and planned growth

- 3.7 Peterborough has continued to be one of the fastest-growing cities in the country, experiencing population growth of 15% between 2007 and 2017, the fastest-growing district within the Combined Authority. Recent growth has been focused at Hampton to the south, where a major urban extension is underway on reclaimed brickfields, and at Stanground in the east, together with increased development in the city centre. Several vacant and underused sites close to the city centre also offer the opportunity for continued investment and regeneration.
- 3.8 Peterborough is currently preparing a new Local Plan, which was submitted to the Secretary of State in 2018 and is due to be adopted by the Council in July 2019. It outlines the vision for the city to become a destination of choice, with a walkable, liveable centre; a strong, resilient economy; and attractive, well-designed neighbourhoods, surrounded by a network of characterful villages.
- 3.9 The Local Plan sets out proposals to deliver 19,440 additional homes from 2016 to 2036, with growth focused within the city and within a collection of seven 'urban extensions' at Hampton, Stanground South, Paston Reserve, Gateway Peterborough, Norwood, Great Haddon and at the East of England Showground. It also establishes proposals for a new independent, campus-based university with 12,500 undergraduate students, proposed to be located off Bishop's Road to the south-east of the city centre.

Transport challenges

- 3.10 Peterborough's transport network must continue to adapt and expand to support the city's growth, whilst ensuring a sustainable transport network that provides access to opportunity for all. Although Peterborough benefits from significantly less traffic congestion than elsewhere in Cambridgeshire and Peterborough, largely due to the high-quality Parkway network, additional development focused on the fringes of the city is expected to place increasing pressure on the highway network. Even combined with investment in sustainable transport, including improvements to the bus network and better walking and cycling infrastructure, there is a need to provide additional, targeted highway capacity to support Peterborough's growth.
- 3.11 While Peterborough benefits from a comprehensive bus network, some routes operate at comparatively low frequencies for an urban environment (every 20 mins or less frequently) and hence do not provide a 'turn-up-and-go' level of service that acts as a genuine alternative to the car. Recent reductions in financial support for the network have resulted in reductions to a small number of evening and weekend services and there is also not a comprehensive on-demand community transport service for those not directly served by the bus network, or through age or disability are not able to access local services. New urban extensions to Peterborough, such as at Hampton, must be integrated fully in Peterborough's bus and public transport network as they are built out, so that new residents are able to travel sustainably as soon as they move in, rather than waiting several years for sustainable transport options to become available.
- 3.12 Queensgate Bus Interchange is also in need of modernisation, and despite its close proximity, can be disorientating to reach from the railway station due to severance caused by the A15. Although Peterborough is well-served by the rail network, with frequent, direct services to London, Cambridge and Norwich, together with the West Midlands and North of England, there are a number of opportunities for improvement, including faster services to London, Cambridge and Stansted Airport, more frequent services on rural routes to Cambridgeshire, Suffolk and Norfolk, and more capacity.
- 3.13 Peterborough has a large network of segregated cycle and pedestrian routes, and is funding significant improvements to the public realm in and around the city centre and the railway station. However, some major roads and junctions lack adequate walking and cycling provision, while in places the Parkway network causes severance between communities that deters active travel between them. Although much of the cycle network is segregated from traffic, it is not consistently designed to 'Dutch' standards, with cyclists often lacking priority at junctions, and security concerns caused by inadequate lighting or sightlines. Continued investment and maintenance in the network, particularly integrated into new development, is needed to ensure walking and cycling is an attractive option for people of all ages to travel around Peterborough.

3.14 Since the adoption of Peterborough City Council's fourth Local Transport Plan in 2014, Peterborough has delivered a package of transport improvements to improve the urban realm and make Peterborough a more attractive place to live. Extensive improvements to Bourges Boulevard, the creation of a new entrance to Peterborough railway station and the refurbishment of a vital footbridge have all been completed, supported by a £9.2 million contribution from the Cambridgeshire and Peterborough Combined Authority.

3.15 Peterborough City Council have also been proactive in promoting sustainable transport. Funding from the Department for Transport has been used to deliver 'Bikeability'³¹ training, local schools have been encouraged to participate in the national 'Big Pedal'³² competition, and the council has collaborated with Sustrans on an initiative known as 'School Streets', which encourages schools to close the street outside their gate to ease congestion and encourage active and sustainable travel.

3.16 Highway improvements have also been delivered to support new development, including at the A47 Junction 20, which has been converted to a fully signalised roundabout to help to unlock the delivery of up to 2,500 new homes. Peterborough City Council has also enthusiastically embraced the potential that new technologies may bring to the city. £90,000 of funding from the Department for Transport has been awarded to install four rapid electric vehicle chargers for the local taxi trade, and through an additional £22,500 contribution from Peterborough City Council, the chargers will be installed in the city centre in 2019/2020.

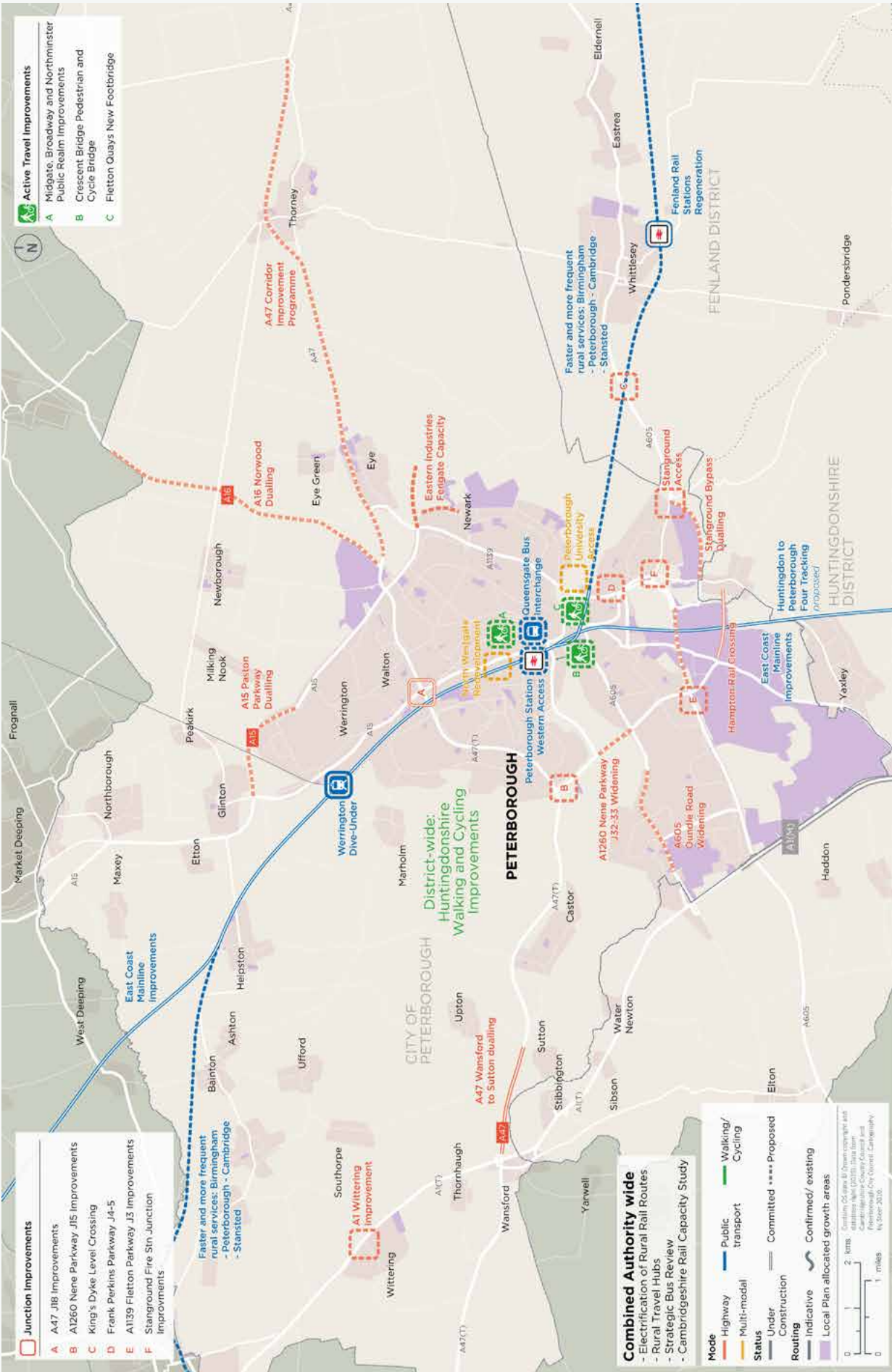


Image courtesy of Peterborough City Council

Our approach

- 3.17 Peterborough's public transport network must continue to offer accessibility for all. Central to this is our plan for the bus network which, subject to the recommendations of the Bus Review Task Force, will provide improvements to levels of service and operating hours. This will help ensure that the bus network provides a high-quality service, allowing people to travel across Peterborough quickly and easily without a private car. Bus services will also be well-integrated into new developments at the outset, with the aim of ensuring high-frequency services directly serve new developments as the first new residents move in. We will continue to explore the potential to modernise Queensgate Bus Interchange to present a better gateway to Peterborough and the bus network, while improving linkages to the railway station.
- 3.18 Complementing this investment is the continued development of Peterborough's walking and cycling network. New junctions and highway infrastructure will be integrated into the walking and cycling network, ensuring that roads in the city do not act as a barrier to movement. Continued improvements to segregated infrastructure, including a new foot and cycle bridge across the Nene, and the upgrading of the cycle network to 'Dutch' standards, will help to make walking and cycling an attractive choice for short journeys. More journeys on foot and by bike will help allow residents to live active, healthy lives, together with improving air quality and reducing congestion when people switch from the private car.
- 3.19 Not everyone can or wants to walk or cycle, however. A significant number of journeys in Peterborough take place by private car: a reflection of its geography of its transport network. We will continue to invest in our highway network, alongside sustainable alternatives, to tackle key 'pinch points' to alleviate traffic congestion, and support Peterborough's growth.
- 3.20 Delivering additional capacity is needed at key junctions on the Parkway network, particularly where these serve large development sites and new urban extensions. Development of thousands of new homes and jobs at the Hamptons, for example, will increase traffic flows on Fletton Parkway, and without intervention, will result in significant worsening of traffic congestion at Junction 3. This will result in longer, more unreliable journeys for drivers and bus passengers, undermining our economy and worsening local air quality. Poor accessibility to major development sites also places growth at risk, as both people and businesses want to be based in attractive, well-located neighbourhoods.
- 3.21 Investment in key junctions and 'pinch points', including carriageway widening and junction improvements on Fletton, Paston and Nene Parkway, plus at Stanground, will help to improve journey times and reliability, while providing the required capacity for future growth. These investments will make travelling around Peterborough, whether travelling to work, to school or to the shops, quicker and easier and help to make the city an attractive place to live and work.
- 3.22 Better strategic linkages to Peterborough, both road and rail, will also help to make long-distance journeys quicker and easier, and attract investment to our city. We will support proposals for improvements to the A1 including a grade-separated junction at Wittering to improve safety and access to the village. The Oxford to Cambridge Expressway and continued dualling of the A47 corridor will significantly improving highway accessibility towards London and support our freight and distribution sectors. Improved rail services from Peterborough, including faster journey times to/from London (to less than 40 minutes) and Cambridge, and improved frequencies on rural routes to Cambridgeshire, Suffolk and Norfolk, will also make rail a more attractive option for longer-distance travel and help make Peterborough a major business destination.
- 3.23 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.1.

Figure 3.1 Summary of key projects in Peterborough



Strategic projects

3.24 Improving access to Peterborough from the rest of Cambridgeshire and Peterborough, as well as the rest of the country, is also an important priority. This will help to reduce journey times for longer-distance journeys by both road and rail, as well as improving the attractiveness of Peterborough as a business destination.

3.25 Improvements to strategic highway links are key to this strategy. Dualling of the A47 between Wansford and Sutton will improve journey times and reduce congestion along a key strategic route from Peterborough to the A1 corridor, and the wider North of England, as well as improving road safety along a route with a history of fatal and serious collisions. Highways England have recently published their proposed route for the scheme, and construction is expected to commence in 2020. The Combined Authority will also support longer-term improvements to:

- the A47 corridor, where we will continue to build the case to dual the route to Kings Lynn to help improve accessibility from Peterborough to East Anglia; and
- the A16 corridor, where we will support investigating the feasibility of dualling the route between Spalding (in Lincolnshire) and Norwood / Peterborough.

3.26 Accompanying these improvements to our strategic highway links are a series of parallel upgrades to our rail routes. We will also continue to work with Network Rail to understand the feasibility of reintroducing four tracks between Peterborough and Huntingdon, allowing faster journey times and additional train services from Peterborough to London, as well as the Werrington dive-under scheme to the north of Peterborough. This will provide additional freight capacity, particularly for intermodal traffic on routes from the east coast ports to the North of England, helping to take lorries off our roads and improving journey time reliability for all rail users. Completion of High Speed 2 in the early 2030s will also allow the opportunity to refocus the East Coast Main Line timetable through Peterborough, as non-stop services to Leeds and York are diverted to the new railway, allowing more services to call at Peterborough and providing additional capacity to London.

Local projects

City centre

- 3.27 The Combined Authority will continue to deliver improvements to the transport network to support the growth planned for Peterborough city centre and help to make it an attractive destination for shoppers, businesses and visitors.
- 3.28 Key to the city centre improvements will be continued investment in the streetscape and urban realm to make walking through the city core attractive, pleasant and safe. Following the improvements along Bourges Boulevard, which helped to improve walking and cycling connectivity to Peterborough railway station, further urban public realm improvements will be delivered (although currently unfunded) in the Midgate, Northminster and Broadway areas. These will include better paving, lighting and street furniture, improving access to the north of the centre and encouraging more people to walk and cycle. Further connectivity to the railway station is proposed through a new access route associated with future development of land to the west of the station. In addition, the Council is taking an active role in the redevelopment of North Westgate, an area of the city centre that has been underutilised for decades.
- 3.29 Supporting the continued development at Fletton Quays, a new high-density residential and commercial cluster within the city centre, immediately south of the River Nene, is a key priority. Improved pedestrian links will help better integrate the development into the surrounding area, and we will continue to develop the case for a new foot and cycle bridge across the river to the city centre and the future university site. This will also significantly improve north/south walking and cycling accessibility within Peterborough, further supporting active travel.
- 3.30 Better serving the future site of Peterborough University, to the south of Bishops' Road, together with the wider area is also important. We will explore a package of improvements to create and enhance walking and cycling links to the University, improve highway access to the Parkway network, and consider how best to replace the surface-level parking provision that currently occupies the University site.
- 3.31 Local Cycling and Walking Infrastructure Plans are currently being developed and will prioritise a series of key routes that will increase levels of walking and cycling by improving the infrastructure. Improvements will also be undertaken on Peterborough's Green Wheel cycle network, a 45-mile-long cycle route circling the city, which takes cyclists through the historic fens and scenic countryside that surrounds Peterborough.

Parkway network

- 3.32 Peterborough's parkway network provides for efficient movement within and around the city and includes two of only three bridges across the River Nene. Certain sections of route, and key junctions, suffer from significant congestion, which will be tackled through a range of investments.
- 3.33 A47 Junction 18 forms a key interchange with the A15 to the north of Peterborough, used by local traffic accessing nearby retail facilities and the city centre, together with longer-distance traffic through Peterborough to East Anglia and the east coast ports. It suffers from significant peak-time congestion, which will be tackled through junction improvements and additional lanes to provide capacity to accommodate future traffic growth. It will also provide signalised crossings for foot and cycle traffic, in addition to the existing footbridges which will be refurbished and strengthened, improving the local walking and cycling network.
- 3.34 A1139 Fletton Parkway serves the major urban extension at Hampton, which is expected to generate significant additional traffic flows along this key route. Improvements at Junction 3, including widening of the A1139 off-slips and full signalisation, will provide capacity for additional traffic to new developments. Developer-led proposals for a new bridge for local traffic between the A605 Stanground Bypass and the London Road / The Serpentine roundabout over the East Coast Main Line will also help to relieve congestion in the area and support future development.
- 3.35 The A1260 Nene Parkway Junction 32/33 – provides a key link across the River Nene, resulting in high traffic flows and peak-time congestion. We will therefore explore widening the carriageway to three lanes in each direction across the river, together with alternative options, to relieve this key 'pinch point' on the network. A1260 Junction 15, where the route intersects with the A47, also suffers from congestion, and we will explore options to improve traffic flow at this key junction with the Strategic Road Network.
- 3.36 Improvements to the A16, by dualling a short section to the north-east of Peterborough, will also help support the development at Norwood and relieve congestion. Walking and cycling provisions will be incorporated in the scheme to support sustainable access to the development.

Eastern industries and Fengate

- 3.37 The Fengate district to the east of the city centre forms a key cluster for manufacturing and distribution firms in Peterborough and is home to the world-renowned Perkins Engines. The district is expanding further, with 30ha of land at Red Brick Farm allocated for employment development. We will therefore investigate the feasibility of improving access to this key site to provide additional capacity for future traffic growth. A study will be undertaken to look at access improvement options, which may include:
- a new roundabout at the Oxney Road / Edgerley Drain Road Junction;
 - a new roundabout at Edgerley Drain Road / Storey's Bar Road / Vicarage Farm Road Junction; and
 - an additional lane on the A15 Paston Parkway between Junction 20 and Junction 8.

Stanground

- 3.38 The Stanground area, located to the south-east of Peterborough city centre, is home to a new urban extension and is expected to accommodate significant housing and employment growth. Transport improvements are therefore proposed to support this growth, and relieve congestion, including:
- improvements to the A605 / B1095 junction to relieve queuing from right-turning traffic, which can block the nearby roundabout and result in widespread congestion;
 - dualling of the eastern end of the Stanground bypass; and
 - junction improvements at the Stanground fire station junction, which also negatively impacts on bus journey reliability.

Greater Cambridge



Background

- 3.39 Greater Cambridge includes both the City of Cambridge and the surrounding district of South Cambridgeshire, with a combined population of approximately 280,000 people. It includes the historic, internationally-renowned Cambridge city centre; two world-class universities; internationally-renowned high-tech research, innovation and science parks (including the largest centre of medical research and health science in Europe: the Cambridge Biomedical Campus); and more than one hundred rural hamlets, villages and small towns.
- 3.40 Cambridge forms the centre of the region, with a population of approximately 125,000 people. It includes a city centre with an extensive retail, leisure and tourist offer, two universities, and a number of large employment sites. Densely-populated, many residents cycling or travelling by public transport to work: 52% of people cycle at least once a week, greater than any other Local Authority area in the country.
- 3.41 South Cambridgeshire, by comparison, is a predominately rural district, comprising villages and small towns, with no settlement larger than 10,000 people. Cambourne, a new settlement located ten miles west of Cambridge, forms the largest town and is home to the District Council offices. Northstowe, a new town located five miles north-east of Cambridge, is in development and due to grow to accommodate approximately 10,000 homes.
- 3.42 Aside from the cluster of biotechnology and science parks located in South Cambridgeshire, including the Cambridge Science Park, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, the area predominately looks to Cambridge for employment, shopping and major services, which complement those located within the district. 23,400 workers living in South Cambridgeshire commute to work in Cambridge city, for example, compared to 23,800 who work within the district itself³³.
- 3.43 In 2014, the Greater Cambridge area negotiated a City Deal with Central Government, delivering up to £500 million of grant funding to invest in projects to support future growth. The City Deal recognised the regions' national importance, and provided funding to address several key constraints to growth – particularly the transport network.
- 3.44 The Greater Cambridge Partnership, the body formed to deliver the aims and objectives of the City Deal, was established to plan and deliver schemes to alleviate these constraints, with its Board comprising a representative from each of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council, the University of Cambridge and the business community. The Combined Authority is working very closely with the Partnership to integrate plans, funding, and delivery to deliver a world-class transport network.

3.45 Recent and planned growth

Greater Cambridge's population has increased by 10% over the past ten years³⁴, with property prices have increased more than 64% between 2007 and 2017³⁵. Greater Cambridge is now one of the most unaffordable places to live in the country, with average house prices more than 12 times³⁶ average local earnings in 2017, which undermines quality-of-life and the region's attractiveness as a place to live and work. Recent growth has seen the historic development pattern of Greater Cambridge change significantly in recent years, with Cambridge emerging as the heart of a rapidly growing, polycentric city region.

3.46 Historically, employment and economic activity in the city of Cambridge was centred around the city centre, but beginning with the construction of the Cambridge Science Park in 1971, development has increasingly occurred on the city 'fringe'. Partly reflecting the lack of available land for development in the city centre, Cambridge's development and employment has become increasingly decentralised, with employment and leisure activity focused within six key districts:

- Cambridge City Centre;
- Cambridge Station, CB1 and Hills Road;
- Cambridge Biomedical Campus and 'Southern Fringe';
- Cambridge Science Park and 'Northern Fringe';
- West Cambridge; and
- Cambridge East.

3.47 Collectively, these sites account for 63% of all jobs within the Cambridge urban area, and 40% of all jobs within Greater Cambridge. Growth is expected to be disproportionately located in these areas, which benefit from agglomeration and good labour market accessibility.

3.48 Both Cambridge and South Cambridgeshire have ambitious plans for growth, which will require continued investment in the regions' transport network to provide the capacity, connectivity and accessibility required. More than 33,500 homes and 44,000 jobs are expected to be delivered by 2031 under both districts' Local Plans, with a 'sequential' approach to development, where the most sustainable locations are prioritised first for growth. Housing growth is therefore proposed under the Plan from 2011 to 2031³⁷:

- firstly, in the existing urban area of Cambridge (6,800 homes);
- within defined fringe sites on the edge of Cambridge, and sites proposed to be released from the inner Green Belt boundary (e.g. at North West Cambridge) (12,700 homes);
- within existing and newly identified new settlement locations at Cambourne, Northstowe, Bourn Airfield and Waterbeach (8,100 homes); and
- (lastly) within identified villages (8,200 homes), reflecting the difficulty in achieving sustainable growth in these locations.

3.49 Looking to the longer-term, post-2031, the two Local Planning Authorities are about to embark upon developing a joint Local Plan and the Combined Authority is currently developing a Non-Statutory Spatial Framework (NSSF), which will outline the region's longer-term potential for growth. This will build on the Cambridgeshire and Peterborough Independent Economic Review (CPIER), which highlighted Greater Cambridge's unique potential for growth, but stressed the need for significantly higher levels of housing delivery in order to deliver the region's potential.

Transport challenges

- 3.50 Supporting this growth presents a unique challenge for Greater Cambridge. There is a clear need for an ambitious approach to significantly increase transport capacity to support additional trips from new residents, while tackling congestion on the highway network and creating more attractive, less car-focused places to live and work. Tackling congestion was identified in the City Deal as a key barrier to growth: the Greater Cambridge Partnership aims to reduce traffic by up to 15% on 2011 levels, equivalent to taking 1 in 4 cars off the road compared to today's traffic flows. Commuters into Cambridge by car spend on average a quarter of their journey time stuck in traffic, with significant implications for their productivity and wellbeing.
- 3.51 To improve people's journeys into and around Greater Cambridge, we need to significantly improve and expand the public transport network and invest in better walking and cycling infrastructure. More people need to walk, cycle or use public transport for their journeys, rather than driving as they do today. Without action, the number of car journeys could rise by up to 50% by 2031, impacting on local air quality and health outcomes, and potentially threatening Greater Cambridge's outstanding quality-of-life. Cambridge is a historic city, and simply providing additional highway capacity to support growth does not form a viable or attractive option.
- 3.52 Delivering a more sustainable public transport network, combined with better walking and cycling infrastructure, will better connect communities and employment areas and provide a genuine alternative to the car. Today, congestion means that many bus services are comparatively slow, particularly on routes into the city, leading to poor reliability that can mean that users do not feel they can rely on the bus to travel to work or access essential services. In rural areas, many services are infrequent or non-existent, with services limited at evenings and weekends, undermining the ability of the public transport network to compete with the car. There is also no comprehensive demand-responsive service for those communities not directly served by the bus network.
- 3.53 Many major destinations and employment sites, such as the Cambridge Biomedical Campus and the West Cambridge Site, lack good public transport accessibility, with bus services limited to those running along specific corridors to the city centre, rather than providing wider accessibility to market towns and new settlements in Greater Cambridge. Future growth is expected to be focused at such sites, and so there is a clear need for improved public transport accessibility to both provide a genuine alternative to the car (and hence alleviate congestion) as well as ensure that Greater Cambridge's dynamic, highly productive firms have the best access to skill and talent elsewhere.
- 3.54 Although much of the region has benefited from significant investment in high-quality walking and cycling infrastructure, such as new cycleways along Huntingdon Road, many city districts and local villages lack safe, attractive pavements and cycleways. Concerns with cycling amongst traffic, particularly on congested and polluted roads, acts as a key deterrent to active travel, and hence there is a clear to invest in improved infrastructure and tackling Cambridge's congestion problem to make walking and cycling an attractive option for short trips.
- 3.55 Our detailed plans and projects to exploit the opportunities and overcome the challenges faces by Cambridge and its environs are summarised in Figure 3.2.

Figure 3.2 Summary of key projects in Greater Cambridge

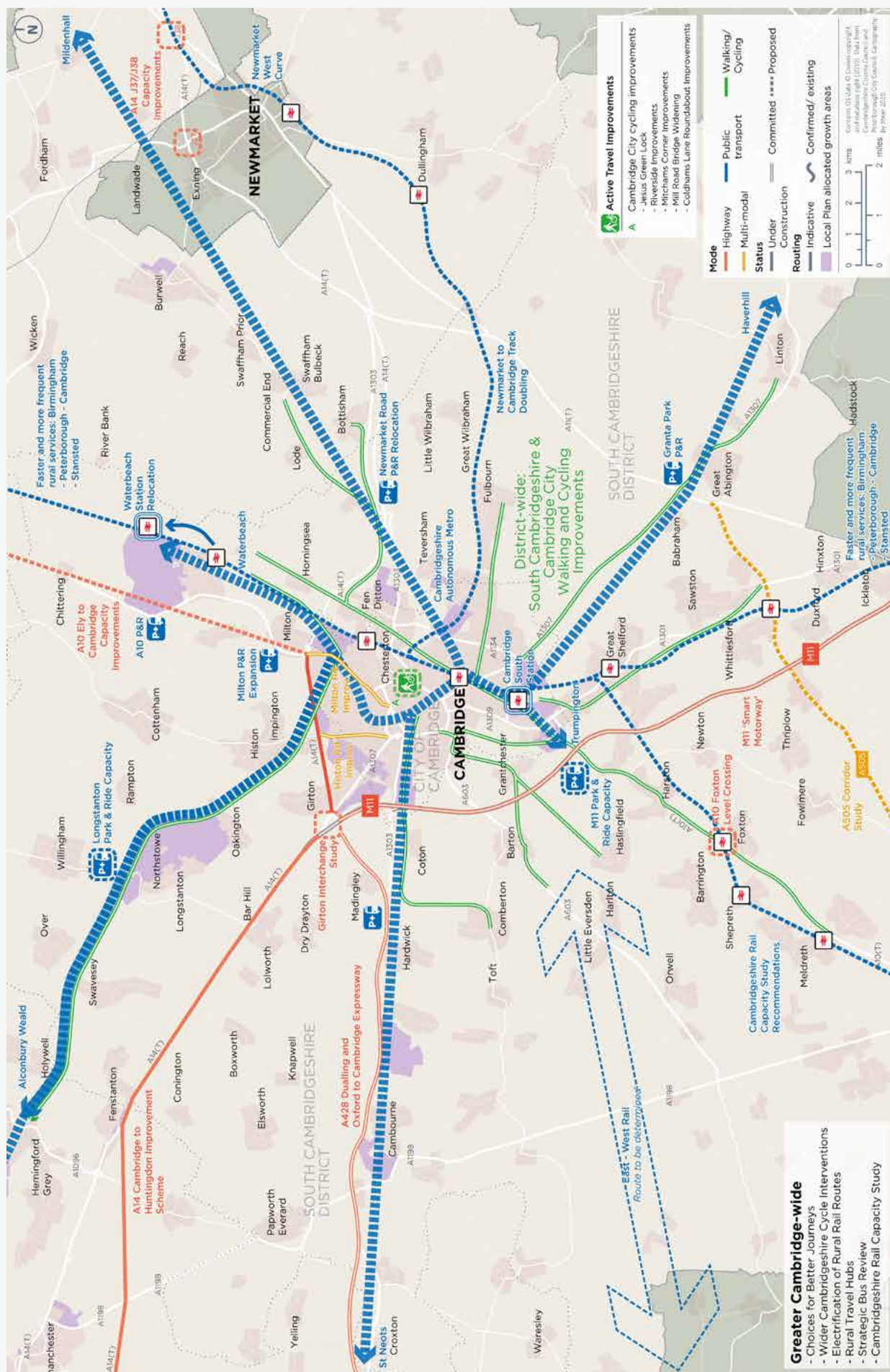




Image courtesy of Cambridgeshire and Peterborough Combined Authority

- 3.56 Greater Cambridge has seen several transport schemes come to fruition since the adoption of the Cambridgeshire Local Transport Plan 3 in 2014, delivered through the combined efforts of the Greater Cambridge Partnership, Cambridgeshire County Council and the Cambridgeshire and Peterborough Combined Authority.
- 3.57 Efforts have focused on delivering sustainable transport improvements, with the Greater Cambridge Partnership completing a number of improvements to cycle routes including the A10 cycleway to Melbourn and four cross-city cycling schemes, with work beginning on the 'Chisholm Trail' including a new bridge over the River Cam. Cambridgeshire County Council have secured £10.1 million from Department for Transport's Cycle City Ambition Fund, funding 'Dutch-standard' cycle routes on the main road corridors into Cambridge.
- 3.58 Several major improvements have also been made to the city's public transport network, including the opening of a new £44m railway station – Cambridge North – in 2017. Designed to serve the Cambridge Science Park – a major employment site – together with surrounding residential areas, more than 450,000 journeys are already made annually to and from the station. Improvements have also been made to Cambridge station, with a larger concourse and ticket office, and additional ticket gates and machines, completed in 2017, following completion of the largest multi-story cycle park in the country, with more than 2,500 spaces.
- 3.59 Against a background of falling bus patronage and national reductions in service mileage, the Cambridgeshire and Peterborough Combined Authority have provided new grants to continue to support vital bus services linking smaller towns and villages in South Cambridgeshire to the city, such as the X3 from Papworth to Cambridge, the 196 from Waterbeach to Cambridge, the 31 from Barley to Cambridge and the 75 from Wrestlingworth to Cambridge.

Our approach

- 3.60 Sustainable transport, including investment in walking, cycling, rapid transit and better bus and rail services, is central to our strategy. Success will be more people travelling on foot, by bike and public transport, reducing congestion, improving air quality, and helping to create attractive, liveable streets and communities where people want to live. Our strategy is ambitious, but deliverable, and represents a step-change in planning how people travel across the region.
- 3.61 Delivery of the Cambridgeshire Autonomous Metro – or CAM – in collaboration with the Greater Cambridge Partnership will provide a reliable, high frequency metro service between the employment hubs and high-tech clusters of Greater Cambridge, including the Cambridge Science Park and Biomedical Campus, with the city centre and surrounding market towns and new settlements. Work is already underway on the first phase of the CAM through the Greater Cambridge Partnership’s programme to provide high quality, segregated public transport routes along key corridors, including links to Cambourne, Granta Park, Cambridge East and Waterbeach.
- 3.62 CAM will provide a step-change in public transport connectivity across the region, with services being segregated from other motor traffic within Cambridge. It will enable residents and visitors to travel quickly and easily across Greater Cambridge, providing better access to employment and education, broadening labour markets, and thereby supporting our dynamic economy. The scheme, including segregated links to Cambourne, Granta Park and Waterbeach, will also significantly improve the accessibility of new settlements (such as Bourn Airfield and Waterbeach New Town), supporting the delivery of much-needed homes, and major employment clusters at the Cambridge Biomedical Campus and Science Park, supporting productivity growth and the creation of skilled, well-paid jobs.
- 3.63 Complementing CAM will be a comprehensive, better integrated network of local bus services, connecting the suburbs of Cambridge and smaller towns and villages to employment centres across the area and the CAM network. Park & Ride sites will continue to provide sustainable options for those who do not have a feasible alternative to the car, but will be better integrated into surrounding local transport networks, acting as travel hubs with high-quality interchange between CAM and local bus and demand-responsive services, together with the walking and cycling network. Local buses – and demand-responsive transport within South Cambridgeshire – will be designed to ensure that no one is outside of the reach of safe, reliable public transport, and hence helping to maximise social inclusion for those who lack access to a car.
- 3.64 Improved Dutch-standard segregated walking and cycling infrastructure – such as the Greater Cambridge Partnership’s ‘Greenways’ programme – will encourage walking and cycling by making it a safer, more attractive travel option within our communities, and seamlessly connecting into the public transport system. More journeys by bike and on foot will help to reduce air pollution, support better health outcomes, and alleviate congestion on the highway network. Better designed streets, with improved walking and cycling facilities, will be less dominated by traffic, helping to create attractive communities and better places to live.
- 3.65 Residents of all ages – including children and teenagers – will also be able to cycle to school, college, the shops or the cinema safely, helping them live healthy lives and providing them with the independence to travel without being driven by family. Better designed streets, with improved walking and cycling facilities, will be less dominated by traffic, helping to create attractive communities and better places to live in line with the guidance within the new Making Space for People Supplementary Planning Guidance expected to be adopted by Cambridge City Council, and funded by the GCP, later this year.

- 3.66 Improved rail services, such as faster, more frequent services between Peterborough, Cambridge and Stansted Airport, and a new station at Cambridge South, will also help to improve inter-regional connectivity, and provide important longer-distance commuting links into Cambridge. Cambridge South station will support development at the Cambridge Biomedical Campus, expected to generate over 30,000 additional journeys by 2031, and relieve congestion in and around the campus by providing greater sustainable transport options. Commuting into Cambridge by rail will become a more attractive option, allowing residents to switch from car and improving access to skilled labour for our dynamic, productive firms.
- 3.67 Demand management in Cambridge will also be considered to reduce congestion, improve air quality and help fund an improved public transport network, while ensure that Cambridge's road network is prioritised for walking, cycling and public transport. The Greater Cambridge Partnership's recent Choices for Better Journeys engagement asked the public for views on different options for delivering this in early 2019, and the GCP Board are currently considering next steps.
- 3.68 Our highway network will still play an important role for some journeys, particularly those between our rural villages and for freight movements. Targeted highway improvements will therefore provide additional capacity for essential highway trips where major population growth is expected, such as investment in the A10 at Waterbeach New Town, accompanied by investment in sustainable transport. Improvements to orbital corridors – such as the M11 – will also help to ensure that strategic traffic can bypass Cambridge effectively and reduce traffic flows through Cambridge and smaller towns and villages.
- 3.69 We will also assess the feasibility of investing in a limited number of specific 'pinch points' in the highway network that currently contribute to severe localised traffic congestion and cannot be alleviated through other means, such as at Foxton Level Crossing. These may need to be accompanied by complementary initiatives to avoid knock-on impacts elsewhere on the network. We will also support wider strategic upgrades to the highway network, such as the completion of the Oxford to Cambridge Expressway, to improve strategic connectivity and key freight linkages with the rest of the country.

Working in Partnership

- 3.70 Key to successfully delivering our strategy is working in collaboration with key local partners. Several organisations have specific responsibilities for transport, planning and project delivery, and hence, partnership working is key to delivering our vision for Greater Cambridge. These include working closely with:
- the Greater Cambridge Partnership, who are currently leading the development of a series segregated public transport corridors from Cambridge to Cambourne, Granta Park and Waterbeach, which will form part of the future CAM network;
 - the local planning authorities of Cambridge City Council and South Cambridgeshire District Council;
 - Cambridgeshire County Council, who have responsibilities for maintenance and investment in the local highway network, as well as local bus services, and will be key to helping realise our plans for local transport accessibility; and
 - the Department for Transport, Highways England, Network Rail, the East West Rail Company, and Train Operating Companies responsible for delivering wider strategic transport improvements.
- 3.71 Engagement with large employers, organisations at large employment sites, and developers will also be critical to delivering our strategy. Our detailed plans and projects are set out over the next few pages.

Strategic projects

- 3.72 Several highway and public transport corridors link the Cambridge urban area to the towns and villages of South Cambridgeshire, and form strategic links between Greater Cambridge, the rest of the Combined Authority, and the rest of the country. Major residential and employment development is proposed at points along these corridors. This growth will help support the continued success of Greater Cambridge – and the wider Combined Authority – by providing the floorspace for companies to expand and prosper, and the new homes that are key to alleviating Greater Cambridge's housing affordability crisis. However, in the absence of intervention, this growth will result in increasing congestion and worsening journey times, particularly in peak periods.
- 3.73 Working in partnership with the Greater Cambridge Partnership, we have developed a package of significant public transport, walking and cycling improvements, alongside targeted highway investments, to help deliver a more sustainable transport system. These schemes, underpinned by our policies, will help make travelling on foot, by bike or public transport more attractive than by car, alleviating congestion and supporting the region's growth.

North – towards Waterbeach and Ely

- 3.74 Waterbeach New Town, located six miles north of Cambridge along the A10 corridor, will be home to a new settlement of approximately 9,000 homes on a former Barracks site. Key to building sustainable travel patterns, and a successful thriving community, is comprehensive and reliable public transport provision. We will therefore support Greater Cambridge Partnership in the delivery of a new segregated public transport corridor to Cambridge, integrated with a new travel hub with parking, to provide a genuine alternative to the private car. This will form a first phase of the CAM network, operated by high-quality electric vehicles, prior to the opening of tunnels under the city centre. Relocation of Waterbeach station, with a larger car park and longer platforms, and a walking and cycling 'Greenway' from Waterbeach to Cambridge, will also help to attract drivers away from their cars and create a more sustainable transport system for the region.
- 3.75 Dualling of the A10, combined with upgrades to Milton Interchange, will provide additional highway capacity where required to support the development, as well as alleviating the chronic traffic congestion along the corridor.

West – towards Cambourne, St Neots and Bedford

- 3.76 Along the A428/A1303 corridor, the Cambourne to Cambridge scheme being led by the Greater Cambridge Partnership will deliver a segregated public transport corridor from Cambourne, and future housing sites at Cambourne West and Bourn Airfield, to West Cambridge and other key employment sites and destinations. Similarly to Waterbeach, this will form a first phase of the CAM network, operated by high-quality electric vehicles, and will include a new Park & Ride site at Scotland Farm or Madingley Mulch. It will help to attract those who currently drive to public transport, and hence contribute towards reducing the impacts of traffic on local communities.
- 3.77 East West Rail, a new rail link from Cambridge to Bedford, Milton Keynes and Oxford, will also transform public transport connectivity along the Oxford to Cambridge corridor and, subject to consultation, is expected to serve new or expanded stations in Sandy, Tempsford, Cambourne and/or Bassingbourn depending on the alignment chosen. It will open up new sustainable commuting opportunities to Cambridge from the west, and create a direct rail link along the Oxford to Cambridge arc for the first time since the 1960s.
- 3.78 Dualling of the A428 between Cambourne and St Neots, currently being proposed by Highways England, will also improve access to and from Greater Cambridge from St Neots, Bedford and the wider Strategic Highway Network, and form a first phase of the Oxford to Cambridge Expressway.

South – into South Cambridgeshire and towards Stansted Airport

- 3.79 Towards the south, along the A10 and M11 corridors, we will continue to work with partners to deliver improvements to key rail routes, including an increased frequency of trains to Stansted Airport, and in the longer-term an upgrade of the M11 to ‘smart motorway’ standard around Cambridge to improve journey time reliability along this key strategic route. This will help to ensure that the M11 continues to act as a strategic bypass for Cambridge, and limits traffic flows through the city. Additional Park & Ride capacity, including at M11 Junction 11, will also help to reduce traffic within central Cambridge by providing more sustainable travel options for those outside the reach of existing high-frequency public transport links.
- 3.80 Improvements to the A505, including better orbital public transport, local junction improvements and/or dualling, will also help to relieve traffic congestion and support growth at the Wellcome Genome Campus, Granta Park and the proposed North Uttlesford Garden Community in North Essex. We will also work in partnership with Network Rail to assess the feasibility of delivering a new bridge to replace the level crossing on the A10 at Foxton, addressing local congestion and safety problems.
- 3.81 Furthermore, we will also explore cross-border connectivity from Greater Cambridge to the proposed North Uttlesford Garden Community, in partnership with Uttlesford District Council, reflecting the likelihood for high levels of commuting between the Garden Community and Greater Cambridge.

East – the biotech corridor and towards Newmarket and Haverhill

- 3.82 The Cambridge Biomedical Campus, located on the south-eastern fringe of Cambridge, is expanding rapidly, and is expected to be home to 26,000 workers by 2031³⁸. It will be linked directly to the A1307 corridor by the Cambridge South East scheme, currently being developed by the Greater Cambridge Partnership, which will deliver a segregated public transport corridor from Granta Park to the Cambridge Biomedical Campus and a new Park & Ride site near the A11, which will form part of the CAM network at opening. This will be combined with additional bus priority measures along the A1307 corridor to Haverhill.
- 3.83 The A505 is one of the busiest roads in Cambridgeshire and is crucial for access to the wider biotech cluster to the south of Cambridge, including Babraham Research Park, Granta Park and the Wellcome Genome Campus. We will fund a strategic economic growth and transport study to explore the case for multi-modal investment in the A505 corridor, to improve orbital accessibility and alleviate congestion.
- 3.84 The new measures will significantly enhance the accessibility of the Biomedical Campus, the Wellcome Genome Campus, Babraham Research Campus and Granta Park, thereby supporting the creation of high-value jobs in life sciences and research and development, as well as improving connectivity towards Haverhill and supporting future housing growth. The segregated public transport corridor will also form a first phase of the CAM network, operating with high-quality electric vehicles prior to the opening of tunnels under Cambridge city centre, and will be accompanied by a new active travel Greenway along the corridor.
- 3.85 Frequency enhancements on the rail corridor to Newmarket, with an increase in Newmarket to Cambridge services to half-hourly, will also help to provide a genuine alternative to driving along the A14 corridor and help to reduce traffic flows into Cambridge city.

Local projects

3.86 The city of Cambridge, and its large employment sites in the vicinity of the city centre (at the Cambridge Biomedical Campus, the Cambridge Science Park and West Cambridge), forms the centre of the region, and accounts for 23% of employment. Future growth is expected to be concentrated primarily at 'fringe' sites in the city, which will place new and renewed pressures on the highway network. Sustainable investment in our transport network, both within the City and on the surrounding corridors, is therefore key to supporting future growth, and relieving congestion by attracting people out of their cars. Across the region, we will therefore continue to improve our public transport network to improve accessibility and encourage people out of their cars.

The GCP is already making significant investment in bus priority, alongside walking and cycling facilities, along the Histon Road and Milton Road corridors. Our proposals for the bus network will help to increase frequencies, improve reliability and reduce journey times, both within Cambridge and our rural towns and villages, based on the recommendations of the recently-completed Strategic Bus Review. The GCP's recent public engagement, Choices for Better Journeys, explored the public's views on how to improve and fund public transport within Cambridge through investment in public transport, walking and cycling, as well as proposals for tackling congestion, improving air quality and enhancing public realm through better managing demand for road space.

3.87 High-quality walking and cycling facilities, both within Cambridge and between smaller towns and villages in South Cambridgeshire, will ensure that active travel is an option for all journeys, either for journeys in their entirety or for accessing the wider public transport network. Initial investment will be focused on both improvements on new segregated cycleways on key radial routes within Cambridge, including along the Histon, Milton and Huntingdon Roads, together with the Chisholm Trail, a new cross-city link including a new bridge over the River Cam, and the Greenways programme, currently being delivered by the Greater Cambridge Partnership. Greenways will deliver new and improved segregated links from Cambridge to twelve market towns and villages in South Cambridgeshire, providing safe and attractive cycling facilities away from traffic for the first time.

3.88 In the longer-term, across the timespan of this Local Transport Plan, continued investment in active travel will help to achieve the ambition of connecting all communities in Greater Cambridge with safe, attractive walking and cycling links largely segregated from traffic. New travel hubs and interchanges, including with CAM, will enable individuals to easily access transit, even when they are outside walking distance of a CAM stop or a railway station. Our policies, outlined in the Policies Annex, will also help to ensure the benefits of new infrastructure are maximised, from working with employers to provide good cycle parking facilities to encouraging e-bikes and cycle freight.

- 3.89 In the longer-term, Greater Cambridge will benefit from an extensive rapid transit network, CAM, which will seamlessly link our market towns and new settlements to major destinations within Cambridge, including the city centre, the Biomedical Campus, West Cambridge and the Cambridge Science Park via new tunnels under central Cambridge.
- 3.90 First phases will include new segregated links to Cambourne, Haverhill (via Granta Park), East Cambridge and Waterbeach New Town, being delivered by the Greater Cambridge Partnership from 2024, prior to the opening of the tunnelled sections providing cross-city connectivity from 2029. Operated by electric, rubber-tyred vehicles, segregated from traffic, CAM will deliver a high-quality, reliable transport network with fast journey times competitive with the private car. CAM is key to our proposals to reduce traffic in Cambridge by attracting people out of their cars, helping to improve air quality, free up road space for walking and cycling and create less traffic-dominated and more attractive places to live.
- 3.91 Expanding access to the rail network, including delivering a new station at Cambridge South to directly serve the Cambridge Biomedical Campus, and additional rail services from Cambridge, Cambridge North and the future Cambridge South to Stansted Airport, Ely and Peterborough, will also be prioritised with the aim of each key destination having at least a half-hourly service to and from Cambridge. Our work will be informed by the Cambridgeshire Rail Capacity Study, which has identified network constraints on the Cambridgeshire rail network, with the view to identifying potential improvements to facilitate additional services and/or routes.

Huntingdonshire



Background

- 3.92 Huntingdonshire is the largest district in Cambridgeshire, with a population of 170,000 across an area of over 900 km². It is predominately rural in nature, with a sparse population density of just four people per acre – compared to 75 in Cambridge³⁹ – with local employment and key services focused in the large towns of Huntingdon and St Neots, together with St Ives to the east. Huntingdonshire's towns and rural villages have strong links to neighbouring communities, including Cambridge to the east, Peterborough to the north and Bedford to the south-west. These provide employment, shopping, leisure and health services to complement those available within the district, and generate significant long-distance travel demand.

Recent and planned growth

- 3.93 Huntingdonshire's population has grown by around 20% over the past 20 years, partly in response to housing market pressures in and around Cambridge. Recent housing and employment growth has been concentrated in and around the district's main towns, and to a lesser extent within the larger villages, placing a renewed pressure on the region's transport infrastructure.

- 3.94 The Huntingdonshire Local Plan outlines proposals for at least 20,100 new homes (both market and affordable), together with 14,400 additional jobs, in the period 2011-2036. Development is expected to be focused in four spatial planning areas, reflecting their status as the district's traditional market towns and most sustainable centres. These are:

- Huntingdon, including Brampton and Godmanchester, and the new settlement of Alconbury Weald;
- St Neots, including Little Paxton and the urban extension at St Neots East;
- St Ives, including the redevelopment of the Wyton Airfield site, subject to alleviating local transport constraints in timescales beyond the current Local Plan period; and
- Ramsey, including the former RAF Upwood site.

Transport challenges

- 3.95 Reflecting the district's rural geography, local communities rely on the private car for the vast majority of their travel. For example, approximately 79% of trips to work within the district are by road, which contributes towards local congestion and poor air quality. High traffic flows, particularly through rural villages and high streets, have a negative impact on the local environment, and make it less attractive to walk or cycle for local journeys. Many rural, single-carriageway roads, with high traffic speeds and substandard alignments have poor road safety records, and can present challenges for freight transport.

- 3.96 While the region benefits from excellent strategic links, including the East Coast Main Line and the A14, A428 and A1, these also suffer from significant traffic congestion, particularly at key junctions (such as the Buckden Roundabout). Longer-distance journeys originating in Huntingdonshire, particularly towards Cambridge, contribute towards congestion and poor air quality problems.
- 3.97 In addition, those who lack access to private transport – particularly within rural villages – often have limited access to good public transport, which worsens social exclusion and can mean that some are ‘forced’ into car ownership as they feel they have little practical alternative to access employment or other key services. Some bus services, particularly within rural areas, are infrequent, and community transport for those not directly served by bus does not always provide a sufficiently comprehensive service to ensure social inclusion. Dedicated, high-quality walking and cycling infrastructure is also limited outside of Huntingdon, St Neots and St Ives, which deters the use of active modes and contributes to poor health outcomes.
- 3.98 Aside from the East Coast Rail Line and the successful Guided Busway, linking Cambridge to St Ives, there is a notable lack of sustainable, high-quality, long-distance public transport connectivity from Huntingdonshire. This acts to limit the commuting opportunities of residents in Huntingdonshire, making it difficult to travel to employment or education opportunities further afield, such as at the Cambridge Biomedical Campus or Cambridge Regional College.
- 3.99 Future development, in particular at Alconbury Weald and Wyton Airfield, is dependent on securing significant upgrades to the region’s highway and public transport infrastructure. If these developments are to be attractive as a place to live and work, they need to be well-integrated into both the region’s key highway network (and the A1 and A14) without worsening congestion, and include seamless public transport connectivity to Huntingdon, Cambridge and London. Environmental constraints of such transport infrastructure must also be suitably mitigated.

3.100 Located directly between Cambridge and Peterborough, the transport network in Huntingdonshire is critical to the success of the Combined Authority as a whole. Several improvements have been made to Huntingdonshire's transport network since the publication of the Cambridgeshire Local Transport Plan in 2014, including the £1.5bn A14 Cambridge to Huntingdon improvement scheme. Currently under construction, this will deliver a major new bypass to the south of Huntingdon by 2020, providing additional capacity for A14 traffic and allowing the viaduct within Huntingdon Town Centre. This will create a more attractive environment within Huntingdon, together with alleviating a serious bottleneck on the major highway link between Cambridge and Peterborough.

3.101 Major investment is also being delivered in St Neots, where a £4.1million bid for investment was agreed by the Combined Authority board in June 2018 as part of a package of investment and initiatives designed to pave the way for accelerated growth within the town. These initiatives were outlined in the St Neots Masterplan, which includes a range of future projects such as a new foot and cycle bridge and improvements to street furniture to improve the towns 'urban realm', to be delivered from 2019. The ambitious nature of these schemes, and their progressive vision has led to St Neots being declared the first 'Smart Town' in the country.



Image courtesy of Peterborough County Council

Our approach

- 3.102** Reflecting our rural geography, many longer distance journeys within Huntingdonshire will continue to take place by road. We will therefore continue to invest in our highway network, alongside sustainable alternatives, to tackle key 'pinch points', alleviate local traffic congestion and improve safety. Our approach will seek to prioritise improving access to new development sites, together with improving strategic connectivity to Greater Cambridge and the rest of the country.
- 3.103** Our strategy for the bus network is key to delivering this, with frequent services on 'core' inter-urban routes, such as St Neots – Cambourne – Cambridge and Alconbury – Huntingdon – St Ives – Cambridge. These will be complemented by a set of 'local' routes, with a sustainable but attractive and consistent frequency, linking larger market towns and some smaller villages, such as Huntingdon – Brampton – Buckden – St Neots, and Huntingdon – Godmanchester – Papworth Everard – Cambourne. This will be supported by a review of levels of service at evenings and weekends. Improved bus priority measures, particularly within Huntingdon, have the potential to deliver faster, more reliable journeys that can compete with the car on journey times.
- 3.104** Many Huntingdonshire residents, however, live within smaller villages outside of the reach of existing bus services, or receiving an infrequent service. Working in partnership with Huntingdonshire District Council, we will ensure that local community and demand-responsive transport provides accessibility for all, integrated into the bus and rail network with dedicated interchanges and joint ticketing.
- 3.105** Our approach will integrate all forms of public transport – including rail services, local buses and community and demand-responsive transport – to provide a seamless, attractive and comprehensive rural public transport network. We will work to adapt existing rail and bus stations in rural travel hubs, offering improved real-time information provision, waiting facilities and cycle and car parking, supported by a more unified, integrated ticketing system.
- 3.106** We will also explore opportunities to enhance strategic public transport accessibility and support growth through new infrastructure, including a new travel hub at Alconbury Weald and segregated transit links between St Ives, Huntingdon and Alconbury – planned to be integrated into the future CAM network – together with support for East West Rail to provide a direct rail service from Huntingdonshire to Cambridge, Milton Keynes and Oxford. This will help to significantly reduce journey times to major cities elsewhere, creating new opportunities for work and leisure for our residents while supporting expanding the labour market and Cambridgeshire and Peterborough's productivity.

- 3.107 Additional highway capacity and improved accessibility is primarily required at major development sites such as Alconbury Weald, in order to support the delivery of much-needed homes and jobs. We will invest in improved access to these sites, particularly around the heavily congested A141 Huntingdon Northern Bypass corridor, helping to create faster, more reliable journeys by car. Investment in improved regional highway connectivity, such as the dualling of the A428 between Cambourne / Caxton Gibbett and the Black Cat Roundabout, as part of the delivery of the wider Oxford to Cambridge Expressway, will also improve accessibility to Greater Cambridge and the rest of the country, and help to make Huntingdonshire a more attractive place to live or locate a business. Improvements to the A14, one of the most congested routes in the country, are currently underway and include a new bypass to the south of Huntingdon and upgrades to a 21-mile section. Work is due to be completed in 2020 and will bring journey time, reliability and safety benefits to residents, workers and businesses alike.
- 3.108 It is important, however, that the delivery of much-needed improvements to our key road corridors is not at the expense of better walking, cycling and public transport connectivity, and does not result in car dependency. New highway infrastructure will therefore be planned in conjunction with sustainable transport links, planned in accordance with the highest design standards to minimise the impact on the natural environment, and to reduce traffic in local residential streets.
- 3.109 New, high-quality walking and cycling infrastructure – such as a new foot and cycle bridge at St Neots – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to tackle carbon emissions and improve local air quality.
- 3.110 Key to ensuring a safe, accessible transport network for all that supports social inclusion and access to opportunity is our package of investment and financial support for our rural public transport network. More people will have a genuine alternative to the car in the form of access to reliable, comprehensive public transport, with the aim – as set out in the Strategic Bus Review – of ensuring that all of Huntingdonshire has a public transport service that provides access to employment, education, shopping and recreation, at a reasonable frequency.
- 3.111 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.3.

Figure 3.3 Summary of key projects in Huntingdonshire



Strategic projects

North / South

- 3.112 The A1/A1(M) runs through the middle of Huntingdonshire, acting as a key strategic route to London and Northern England, together with a key local corridor between St Neots, Huntingdon and Alconbury. Between Junction 10 at Baldock (in Central Bedfordshire) and Junction 14 at Alconbury, the route suffers from significant congestion and a poor safety record, due to a sub-standard alignment, numerous at-grade right-turn junctions, and five roundabouts on an otherwise grade-separated route between the M25 and Newcastle-upon-Tyne in the North East of England.
- 3.113 The Combined Authority, therefore, supports improvements to the A1 corridor, as currently being explored by Highways England, including the potential for upgrades between Baldock (near Biggleswade) and Brampton (near Huntingdon), and more local improvements to junctions and existing roundabouts. These improvements will help to provide significant capacity for future housing and employment growth within Huntingdonshire, together with improving safety along the corridor, reducing severance to local villages, and improving journey times and reliability for journeys to, from and within Huntingdonshire along the A1 corridor.

East / West

- 3.114 East – West accessibility from Huntingdonshire, in particular to and from Cambridge, is limited, and hence the Combined Authority is supporting a number of improvements currently being developed by Highways England and the East West Rail Company.
- 3.115 East – West Rail will provide a new railway corridor linking Cambridge, Bedford and Milton Keynes to Oxford, transforming public transport accessibility across the Oxford to Cambridge arc and supporting the arc's ambitious plans for growth, as outlined by the National Infrastructure Commission. Proposals for the 'Central Section' of East – West Rail between Cambridge and Bedford were subject to consultation between January and March 2019 and will include new or expanded stations at Sandy, Tempsford, Cambourne or Bassingbourn, from which connections to St Neots, Huntingdon and a new travel hub at Alconbury Weald will be available. Feedback from the consultation is currently being analysed with a consultation feedback report and preferred route option being published later in 2019. The Combined Authority will continue to work with the East West Rail Company, together with the Department for Transport, to deliver the new railway and ensure that it best serves Huntingdonshire through interchange with existing East Coast Main Line services.
- 3.116 The Oxford to Cambridge Expressway will also provide a new or upgraded grade-separated dual carriageway along the corridor, significantly improving accessibility to and from Huntingdonshire and improving journey times and reliability from Huntingdonshire to Cambridge and Bedford. Within our district, the project will include dualling of the A428 between Cambourne / Caxton Gibbet and the Black Cat roundabout on the A1, and a new three-level grade-separated interchange between the A1 and the A428. Subject to funding and planning approval, construction is expected to begin in 2021/22.

Local projects

Improvements at Alconbury

- 3.117 Significant new housing and employment growth is proposed to the east of the A14, between Huntingdon and Alconbury, in particular at Alconbury Weald. To support this growth, a number of local schemes are proposed, supported by the Combined Authority, including:
- capacity and junction enhancements to the A141 around Huntingdon;
 - safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass; and
 - a new travel hub at Alconbury Weald with high-quality bus infrastructure linking this new development to Huntingdon.

St Ives and Wyton Airfield

- 3.118 To the east of Huntingdon, in and around another of the district's growth areas – St Ives – both highway and public transport projects are planned to mitigate the impact of development and connect the area's key residential and employment centres sustainably. These projects include capacity enhancements to the A1096 around St Ives and a transport interchange at Hartford, which would be the focal point of high-quality bus infrastructure connecting St Ives (Busway) with Huntingdon, Alconbury Weald and potentially Wyton Airfield in the long-term.
- 3.119 Furthermore, the Combined Authority wishes to understand how the highway network north of the Great River Ouse can be more effectively connected with the wider strategic road network. A key part of this will involve examining the feasibility, viability, benefits and impacts (including environmental) of a road link, the 'Third River Crossing', connecting the A141 primary route to the north of the river and the existing A14 trunk road. An initial feasibility report is expected in March 2020.

St Neots

- 3.120 Finally, in the south-west of the district is St Neots – a market town served by a fast rail link into London, which makes it an attractive location for commuters. The limited public transportation links to and from the town centre to the train station, residential areas (old and new) and employment areas is hampering the connection of the town to its population. In addition, connectivity between the east and west sides of the town is restricted by a single roadway bridge crossing (B1428). Projects proposed to alleviate these issues include a pedestrian and cycle bridge across the Great Ouse, providing a safer, traffic-free alternative to the B1428 and a northern link road from the east of St Neots to Little Paxton in the north.

East Cambridgeshire



Background

- 3.121 East Cambridgeshire is a largely rural district with a population of approximately 81,000, centred around the cathedral city of Ely to the north-east of Cambridge. Along with Ely, there are two other urban settlements - Littleport and Soham. Approximately 45% of the district's population live in these three settlements, with the remainder spread between approximately 50 villages⁴⁰. The district benefits from an attractive rural environment, including the special landscape and ecological value of the Fens, numerous historic villages, and the famous Anglican cathedral within Ely.
- 3.122 Ely forms the centre of East Cambridgeshire, acting as the district's main employment hub, and forming a key leisure, retail and education centre. The district also has close connections to Cambridge: 21% of East Cambridgeshire residents commute to work in Cambridge, and many also work elsewhere, with only 40% of employed people who live in the district also working there. Reliable, high quality transport links, in particular to Greater Cambridge, are therefore key to supporting the districts' economy.

Recent and planned growth

- 3.123 Recent years have seen significant growth in East Cambridgeshire, with the population growing by 11% in the decade to 2017, greater than anywhere else in Cambridgeshire⁴¹. Ely has been the focus for much of this growth, strongly associated with the success of the Greater Cambridge economy. However, other than the recent construction of the Ely Southern Bypass, there has been limited investment in the regions' transport links.
- 3.124 The East Cambridgeshire 2015 Local Plan sets out the district's proposals to grow by 11,500 dwellings and 9,200 jobs by 2031, typically focused on the fringes of the largest settlements of Ely, Soham and Littleport. This includes:
- 4,000 homes within Ely, including 3,000 at Ely North;
 - 2,300 homes within Soham, focused on the eastern and southern edges of the town;
 - 1,500 within Littleport; and
 - 1,900 within smaller villages in East Cambridgeshire.

Transport challenges

- 3.125** As with neighbouring Huntingdonshire and Fenland, East Cambridgeshire residents rely heavily on the private car for making their journeys: for example, approximately 79% of trips to work within the district are made by car or van. Other than the A14 to the south, highway transport is limited to a network of rural, single-carriageway A-roads such as the A10, which can suffer from traffic congestion, including that associated with slower agricultural traffic. Ely's historic city core can also suffer from congestion, which undermines its attractiveness as a destination for tourism and shopping, or as a pleasant place for walking and cycling, and a careful balance is required between the need for access and retaining a thriving a diverse high street.
- 3.126** Many rural roads also have a poor safety record, with a combination of high traffic speeds and substandard alignments leading to a higher-than-average number of serious and fatal collisions⁴². High-quality walking and cycling infrastructure, particularly outside of Ely, is limited, which means that walking and cycling are unattractive, contributing towards congestion from short car trips and poor air quality.
- 3.127** While East Cambridgeshire, and particularly Ely, is well-served by the rail network, with direct services to Kings Lynn, Cambridge, London, Norwich, Stansted Airport, Peterborough and the Midlands and North West, some services, particularly on the Kings Lynn – Cambridge – London corridor during peak times, suffer from severe overcrowding, and services to Ipswich are only two-hourly. In addition, the complex junctions north of Ely act as a key constraint on capacity, and make it difficult to run additional train services.
- 3.128** Frequent bus services are limited to key corridors from Ely to Cambridge via Stretham and Waterbeach, to Newmarket via Soham and to March via Chatteris, although many services are particularly limited during the evenings and at weekends, reducing their ability to provide a genuine, attractive alternative to the car. East Cambridgeshire also benefits from a demand-responsive network, EastCambsConnect, although there is significant scope to create a more integrated, multi-modal transport network, with integrated ticketing, better connections and interchange facilities between modes.

- 3.129 Several major improvements to the transport network within East Cambridgeshire have recently been delivered, helping the district support economic growth and improve quality of life for local residents. Completion of the Ely Southern Bypass in October 2018 has significantly eased congestion around Ely by better connecting Stuntney Causeway and Angel Drove, and improving safety by removing the need for heavy goods vehicles to use the railway level crossing and avoid an accident-prone low bridge. Partnership working was key to delivering the scheme, with funding from Cambridgeshire County Council, East Cambridgeshire District Council, the Cambridgeshire and Peterborough Combined Authority and Network Rail.
- 3.130 Continued improvements are also being made to the Kings Lynn to Ely, Cambridge and London rail route, with work to facilitate eight-car trains to Ely and Kings Lynn beginning in October 2019. Parallel improvements have also been made to pedestrian access over the River Ouse, by constructing a new walkway attached to the bridge that faces towards Ely. The walkway links the Fen Rivers Way and Ouse Valley Way footpaths together, providing a new circular walking route for residents and visitors to Ely.

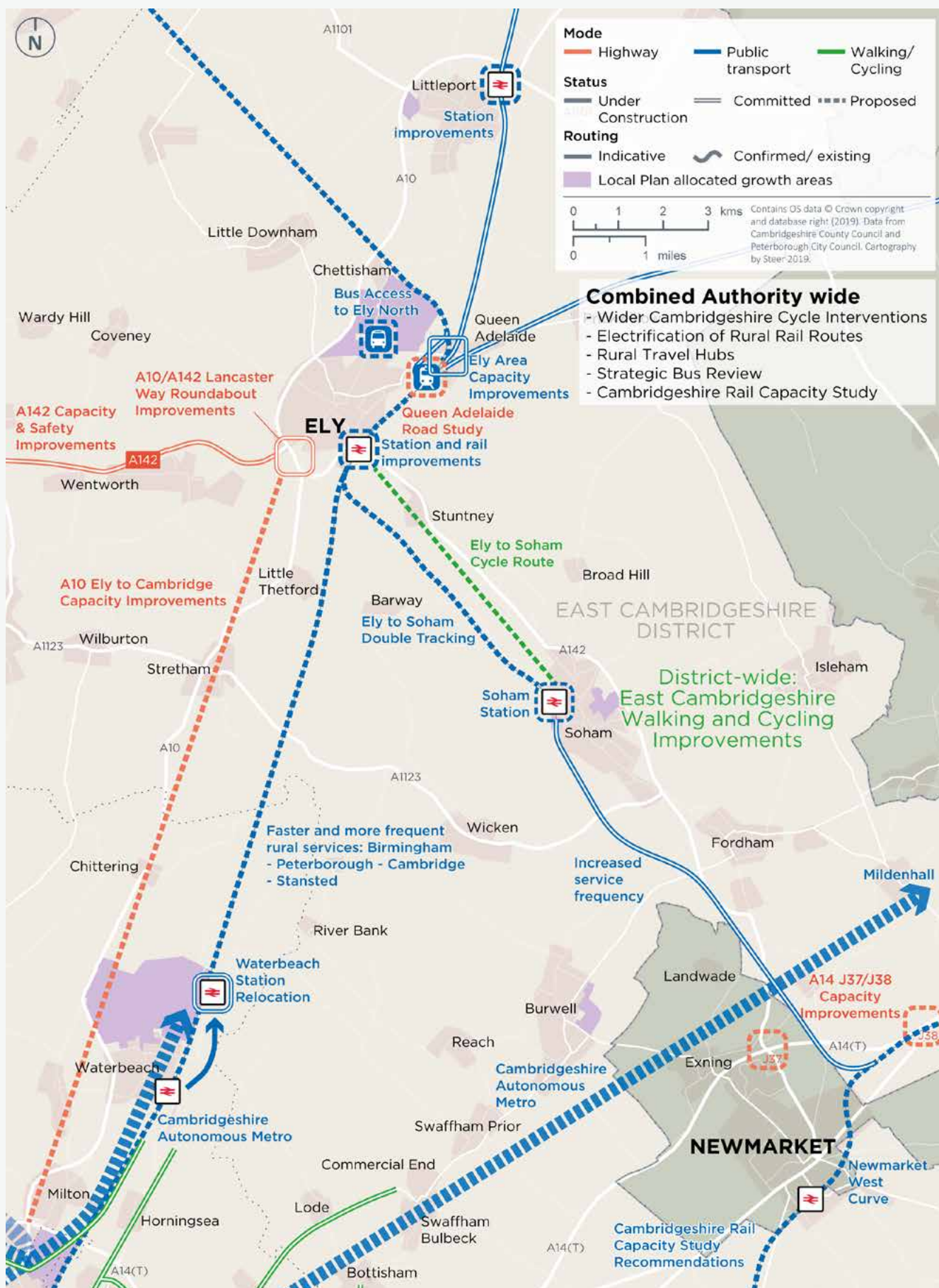


Our approach

- 3.131** East Cambridgeshire, reflecting its rural geography, is heavily reliant on its highway network for travel, particularly between and within our rural towns and villages. Significant population growth, combined with increased long-distance commuting and a successful local economy, means that investment in tackling key ‘pinch points’ in the network, alongside investment in sustainable transport, is vital to relieving congestion and supporting growth.
- 3.132** Capacity is most constrained on the A10, which links Littleport, Ely and Waterbeach to Cambridge, and suffers from severe peak-time congestion and poor road safety. We will prioritise investment on this key route, improving journey times and reliability for drivers and freight movements, while also providing new high-quality segregated walking and cycling facilities for the first time.
- 3.133** This will be accompanied by investment in the parallel rail route, with the Ely Area Capacity Enhancement (EACE) scheme facilitating additional rail services to Cambridge, as well as additional services to Peterborough, Ipswich and Norwich, and a proposed new station at Soham. These improvements will provide much-needed additional capacity, create new journey opportunities, and deliver faster, more frequent rail journeys for passengers. New Park & Ride provision on the A10 corridor at Waterbeach, combined with a new segregated link to central Cambridge as part of the future CAM network, will help to limit the impact on Cambridge city centre of car-based trips originating in East Cambridgeshire.
- 3.134** These options will help to make longer-distance journeys to East Cambridgeshire quicker and more reliable, granting residents new opportunities to travel to job opportunities and shopping and leisure destinations elsewhere, while supporting Cambridgeshire and Peterborough’s growth. Improvements to both road and rail will ensure that public transport continues to offer an attractive service to passengers and avoiding car dependency, while those whose journey is better suited to the private car will be able to travel on more reliable, less congested and safer roads.
- 3.135** To accompany improvements to our strategic transport links, we will also prioritise investment in and support for our local public transport network, ensuring access of opportunity for all. Our proposals for the bus network will deliver frequent, reliable services along key corridors, which could include Newmarket – Soham – Ely and March – Chatteris – Sutton – Ely, with a new ‘minimum level of service’ to ensure that the bus networks cater for travel at all times of day, for travelling to work or for leisure. We will continue to support the EastCambsConnect demand-responsive service to provide accessibility for all, including those located in rural villages without access to a bus service and / or who lack access to a private car.

- 3.136 Together with our rail network (where we are planning to open a new station at Soham in the early 2020s and improve rail capacity across the district through improvements to rail junctions in Ely) we will explore how these services can be better integrated to provide a seamless public transport network, with improved timetabled connections, interchange facilities and integrated ticketing. These improvements will ensure that public transport acts as a genuine alternative to the private car, ensuring that everyone can easily access employment, education or key services elsewhere and hence ensure social inclusion.
- 3.137 New, high-quality walking and cycling infrastructure – such as high-quality cycleways in Ely and a segregated cycle route to Soham – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to tackle carbon emissions and improve local air quality across the district.
- 3.138 Planning and provision of sustainable transport options for new developments, in conjunction with highway improvements where required, will help to promote healthy lifestyles and improve air quality, while ensuring that the district continues to offer an outstanding quality-of-life. Within Soham, a proposed new railway station will help to support new development by making the town a more attractive place to live, greatly improving public transport links and offering an alternative to the car for existing residents.
- 3.139 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.4.

Figure 3.4 Summary of key projects in East Cambridgeshire



Strategic projects

North / South

3.140 The A10, and the parallel Cambridge to Kings Lynn railway line, form the main transport links between Ely and Cambridge. They enable travel between Fenland, East Cambridgeshire, West Norfolk and Cambridge, and directly serve a number of key centres of economic activity on the northern fringe of Cambridge and on the routes themselves. The Cambridge Science Park and neighbouring innovation centres and business parks on the northern fringe of Cambridge are home to an exceptionally high-performing cluster of high-tech and knowledge-based businesses. Because of their position linking these employment sites to residential areas in Ely and beyond, the road and rail links are very busy, particularly at peak times, when there is extensive congestion. There is limited capacity to accommodate further travel demand on this key corridor, which will impede further economic and housing growth if not addressed.

3.141 To support the continued success and growth of the high tech and knowledge-based cluster, more employment floorspace close to the existing sites is needed, as is affordable housing within the corridor for those working in these businesses. The lack of employment space and affordable housing constrain further growth of the cluster. Without further investment to manage and accommodate new travel demand, the increased volume of travel which will arise from these developments will exacerbate congestion and crowding problems already apparent today, and will displace traffic onto less suitable parallel routes.

3.142 The A10 Ely to Cambridge capacity improvements project includes a package of transport options designed to address these challenges and support growth, with the longer-term aspiration of dualling the A10 between Ely and Cambridge. At the Ely end of the A10 corridor, further highway improvements are planned to support employment development at Grovemere and Lancaster Way Business Parks by increasing the capacity of the Witchford Road and Cambridge Road roundabouts. Junction improvements, in particular at the Witchford Road 'BP' roundabout, will provide a safe route for pedestrians and cyclists to cross the A10, helping to provide attractive alternatives to the private car. In addition, a study is planned to investigate capacity and safety improvements to the western section of the A142, between Ely and Chatteris, where a high proportion of fatal collisions are a local concern.

East / West

3.143 Work is also ongoing with Suffolk County Council and West Suffolk Council to investigate options for significant junction improvements at Exning, Junction 37, where the A142 from Soham and Ely meets the heavily congested A14, and at Junction 38, where the A14 and A11 (towards Norwich) converge. The congestion at these pinch points is not only a safety concern but also has knock-on impacts on journey time reliability.

Local projects

Rail improvements

3.144 Five railway lines converge on Ely from Cambridge, Newmarket, Norwich, King's Lynn, and Peterborough. The lines to King's Lynn and Norwich split from the Ely-Peterborough line at Ely North Junction. In the early 1990s, the line from Cambridge to King's Lynn was electrified and to keep costs down the junction layout was simplified. This limited the number of trains that could use the junction and with growing demand for both passenger and freight trains this is now a serious strategic constraint on the wider railway network in the area.

3.145 The Combined Authority is therefore working, in partnership with Network Rail, to deliver additional capacity through the Ely area, known as the Ely Area Capacity Enhancements – EACE – project. This will help to deliver additional rail services, including to Cambridge, Kings Lynn, Peterborough and Ipswich, and provide the capacity for any future services to Wisbech, as well as helping ensure more reliable journeys for all passengers. The scheme will also help provide additional capacity for freight services, and hence reduce the need for freight to be transported by heavy goods vehicles along the A14. Parallel upgrades to the level crossings at Queen Adelaide will support the need to deliver additional rail services, while retaining road network access for residents of Prickwillow, Queen Adelaide and North Ely.

Ely

3.146 By far the largest housing allocation within the district is planned for the north of Ely, with approximately 3,000 homes at the Church Commissioners site to the east of Lynn Road and the Endurance Estates site between Lynn Road and the A10. To support the sustainability of this development, enhance accessibility and reduce transport related emissions, there are plans to provide reliable and timely bus links to and from the development, Ely city centre and Ely railway station, together with an extensive package of pedestrian and cycle links to link the development to link the development to the rest of the city.

3.147 In addition to the Ely Area Capacity Enhancements project, improvements are planned to public transport interchange facilities, pedestrian and cycle access and car and cycle parking at Ely Railway Station, while longer platforms are also planned for Littleport Railway Station. These improvements aim to facilitate access to the rail network in the district, thereby improving residents' and visitors' ability to access key destinations.

3.148 North of the Ely North Junction, all three lines cross the B1382 at Queen Adelaide. Since increasing the number of trains will have an impact on traffic and safety at the level crossings, work has also been undertaken to assess highway investment options on the B1382 to mitigate the local impacts of unlocking the strategic benefits to the rail network.

Soham

- 3.149 Soham has also been allocated significant growth within the Local Plan, with 2,300 additional homes by 2031 largely concentrated on the southern and eastern edges of the town. Despite a population of more than 10,000, the town's railway closed in 1965, and public transport provision is now limited to bus services.
- 3.150 Construction of a new station at Soham is proposed for the early 2020s, served by Peterborough – Ely – Soham – Ipswich services, significantly improve the accessibility of the town and support housing delivery. Doubling of the track between Ely, Soham and Newmarket, together with rebuilding the 'western curve' at Newmarket, is currently being explored for the longer-term, and could support additional services, including direct to Newmarket and Cambridge.

Fenland



Background

- 3.151 Fenland covers approximately 200 square miles within the county of Cambridgeshire. It is a rural, sparsely populated district with many diverse communities, each with different needs. Approximately 80% of the district's residents live within the four towns of Wisbech, March, Whittlesea and Chatteris, with the remainder living in a number of small villages and hamlets across the district.
- 3.152 Although Wisbech forms the largest town, with significant local employment and a range of services, each of the sub-regional centres of Cambridge, Peterborough and Kings Lynn have a considerable influence on various parts of Fenland. Growth in employment in the district has not matched workforce expansion and out-commuting is increasing, with 45% of residents in work commuting to outside the district, including 14% to Peterborough, despite the rural geography.
- 3.153 Fenland's economy is also more reliant on agriculture and food production than the rest of Cambridgeshire and Peterborough. There are higher levels of deprivation, particularly within Wisbech. Despite this, there is significant investment in the local economy, including in agri-tech, boosting productivity and creating new jobs for local people.

Recent and planned growth

- 3.154 Although the district remains relatively sparsely populated, Fenland has experienced considerable housing and population growth in recent years, growing by 8.7% in the decade to 2017⁴³. Chatteris and March in particular have accommodated significant new house building, as have Doddington, Wimblington and Manea, with this growth expected to continue.
- 3.155 The Fenland Local Plan, adopted in 2011, set out the district's proposals for growth, including 11,000 additional homes from 2011 to 2031. This includes:
- 3,500 in Wisbech, plus 550 on the eastern edge of the town within the Kings Lynn and West Norfolk council area;
 - 4,200 in March;
 - 1,600 in Chatteris;
 - 1,000 in Whittlesea; and
 - 1,200 elsewhere, predominately in smaller villages.
- 3.156 In addition, the Combined Authority and Fenland District Council are currently exploring plans to develop a new 'garden town' expansion at Wisbech, delivering up to 10,000 additional homes, stimulating further economic growth and creating an attractive place to live.

Transport challenges

- 3.157 As the most rural and economically deprived district within Cambridgeshire and Peterborough, limited accessibility to Fenland acts to constrain the local economy and hinders development. Uniquely within the Combined Authority, Fenland is not linked to the wider national highway network by dual carriageway. Instead, the district's road network primarily consists of rural, single-carriageway A-roads, many of which suffer from slow average journey times, particularly associated with slower agricultural traffic, and with a poor safety record.
- 3.158 Several key junctions, particularly within Wisbech and at the A47 / A141 Guyhirn Roundabout, act as 'pinch points' on the network, and suffer from severe peak-time traffic congestion, which hinder the town's potential growth. Reflecting the low-lying Fenland landscape, some routes suffer from regular flooding, such as North Bank near Whittlesea, or require specific maintenance due to being constructed on peat soils. High-quality walking and cycling infrastructure is limited or entirely absent, which means that walking and cycling are often unattractive, contributing towards congestion from short car trips and poor air quality.
- 3.159 Fenland also lacks good wider public transport accessibility, particularly by rail. While March is directly served by the rail network, with an hourly service between Stansted Airport, Cambridge and Peterborough (continuing to Birmingham) and more infrequent services to Ipswich, the largest town of Wisbech lacks direct access to the rail network. Residents within Wisbech must therefore either drive to March, or travel to Peterborough, to access the rail network, resulting in additional car journeys on the highway network.
- 3.160 Although frequent bus services operate on key inter-urban corridors between Peterborough, Wisbech and Kings Lynn, and Peterborough, Whittlesea, March and Chatteris, services elsewhere are less frequent and irregular, and recent reductions in financial support have significantly reduced weekend and evening services, making it harder for those without access to a car to travel easily around Fenland. Fenland Association for Community Transport (FACT) operate dial-a-ride services five days a week linking to areas not served directly by the bus network, but there is limited integration between these services and the wider public transport network, which acts to limit the ease with which rural residents can make longer journeys elsewhere (such as to Peterborough).
- 3.161 Lack of transport integration between different bus, rail and community transport services can therefore make it difficult for residents without access to a car to travel to key educational and healthcare services, such as Peterborough City Hospital, which can act to increase the risk of social exclusion and reduce opportunities for our young people to travel elsewhere for education or training.

- 3.162 Since the adoption of the Cambridgeshire's third Local Transport Plan in 2014, several significant improvements have been made to the Fenland transport network. The Combined Authority has recently allocated £10.5 million for a package of improvements to the road network in and around Wisbech to help stimulate housing and economic growth, in addition to the £1.5 million approved to fund a study into a potential future rail link between Wisbech and March. The Cambridgeshire and Peterborough Combined Authority have already committed £9 million of investment into March, Manea and Whittlesea railway stations to aid their regeneration: the first of these projects has been delivered in the form of 70 new solar-powered 'cats eyes' providing an illuminated walkway to Whittlesea railway station.
- 3.163 Infrastructure improvements are also being delivered to better connect Fenland to Peterborough, the nearest major urban centre. Removal of the level crossing at Kings' Dyke - long the cause for delays between Peterborough and Whittlesey - and replacement with a new road bridge, has recently been approved, supported by over £30 million of funding from the Combined Authority.

Our approach

3.164 Improving accessibility to Fenland by both road and public transport is central to our strategy. Better links to Peterborough, Greater Cambridge and the rest of the country will help to make Fenland a more attractive place to live and work, encouraging investment and much-needed additional jobs, while creating new opportunities for residents to travel to employment, education or training elsewhere.

3.165 Construction to reopen the rail link to Wisbech will transform accessibility of the town by rail, with residents and businesses in Wisbech able to reach Cambridge in approximately 45 minutes, directly connecting them to opportunities within Greater Cambridge. It will also play a key role in supporting the ambition for Wisbech Garden Town.

3.166 Accompanied by the rail link is a package of improvements to the A47 between Peterborough, Wisbech and Kings' Lynn, including a much-needed upgrade to the Guyhirn Roundabout. In the longer-term, the Combined Authority will continue to explore the case to dual the route, further reducing journey times and improving safety and reliability along this key link for commuters and freight. Local junction improvements within Wisbech will also help to relieve congestion and provide additional highway capacity to support the town's growth.

3.167 Key to our strategy is developing a more integrated, seamless public transport network that provides a genuine alternative to the private car, and ensures access to opportunity for all. Our plans for the bus network include continued support for our key interurban routes between Wisbech and Whittlesea, March, Chatteris, Peterborough and Kings Lynn, working in partnership with operators to review levels of service at evenings and weekends, in line with the recommendations of the Strategic Bus Review. In addition, Once the case for investment in the core CAM network in and around Cambridge has been established,

we will explore the viability of extending the CAM network to connect locations across the Combined Authority area, including into Fenland. We will also continue to support the demand-responsive FACT network to provide vital links for rural hamlets and villages not directly served by the bus network, recognising the key role that such links play in connecting our communities.

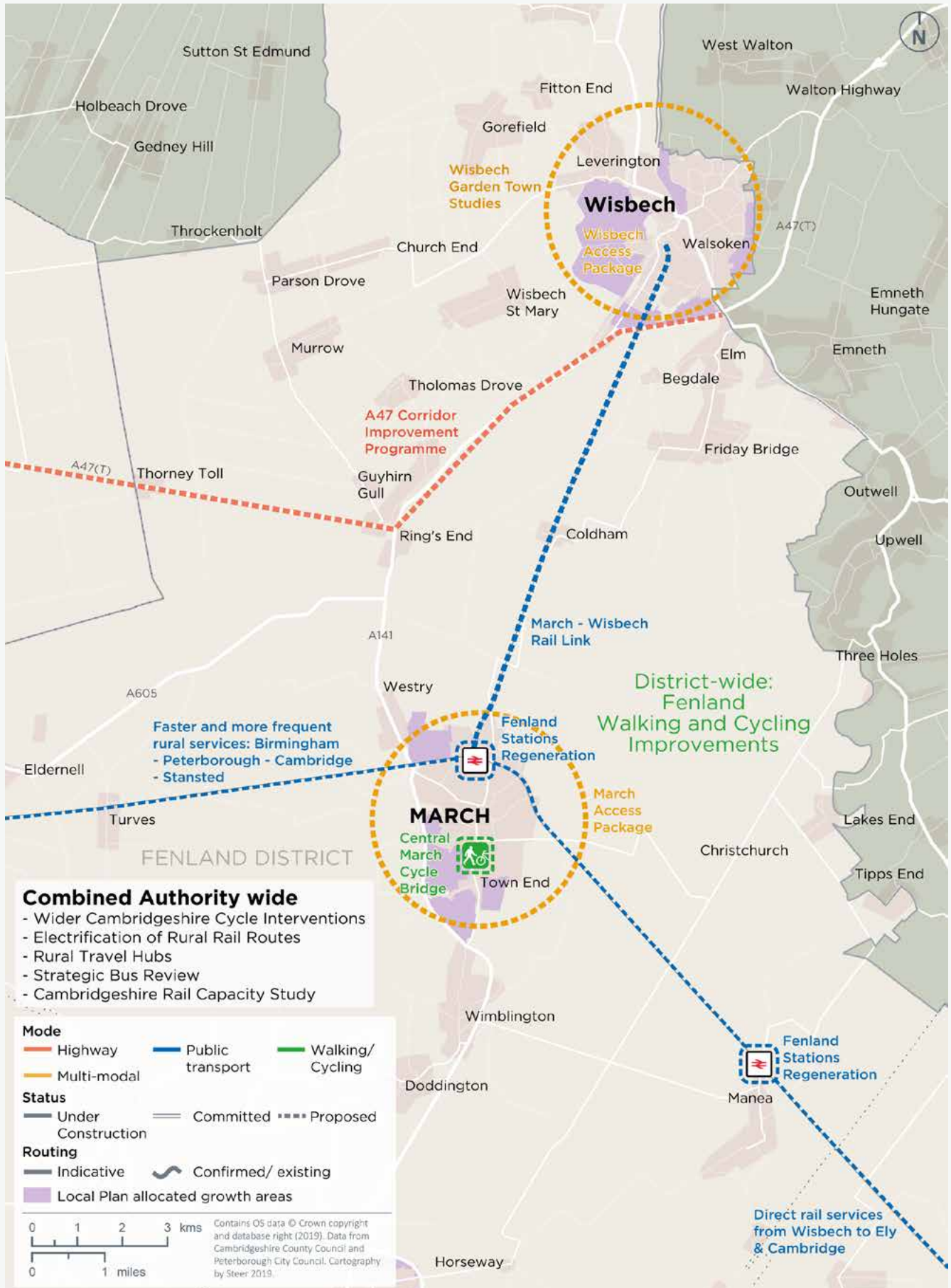
3.168 We will also work to ensure that it is easier for passengers to make journeys involving a combination of bus, rail and/or demand-responsive services. New rural travel hubs will offer improved interchange between transport modes, acting as a gateway to our public transport network, combined with better integrated ticketing and timetabled connections. This will help ensure that our residents can travel easily to destinations without having to rely on a car, and will simultaneously reduce pressure on our highway network.

3.169 New, high-quality walking and cycling infrastructure – focused around new development in Wisbech and along upgraded highway corridors – will help to make active travel a safer and more attractive option for local journeys. Moreover, we will seek opportunities to improve interchange between public transport and active modes, particularly for short-distance journeys within and between Fenland market towns and villages.

3.170 More journeys on foot and by bike will help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. Continued support for electric vehicles, in partnership with local districts and national government, will help to tackle carbon emissions and improve local air quality.

3.171 Our detailed plans and projects to deliver this strategy are summarised in Figure 3.5.

Figure 3.5 Summary of key projects in Fenland



Strategic projects

East / West Corridor

- 3.172 The A47 is both a nationally and internationally strategic link. Internationally, it is part of the TEN-T Trans European Network Route, making it a part of the European Union's strategic transport network. Nationally, it is a key route into East Anglia, connects Norwich and Norfolk with the East Midlands and the A1, and carries a large amount of heavy goods traffic.
- 3.173 On a more local scale, the section of the A47 within the Combined Authority area provides direct access between Peterborough, Wisbech and Kings Lynn. Beyond these settlements, the area is lowly populated and is largely agricultural. Consequently, the A47 is a key commuter route for people travelling into and out of these settlements for employment.
- 3.174 The long-distance regional trips (and particularly heavy good vehicles) generate a consistent flow of traffic along the route, and when this is mixed with commuter traffic the local network comes under substantial strain and congestion is common, particularly on the approaches to key junctions such as the A47 / A141 Guyhirn Roundabout and the A47 / A1101 Elm High Road Roundabout. The high proportion of heavy goods vehicles travelling along the single carriageway section between Thorney and Wisbech often creates queues of platooning vehicles unable to safely overtake, which reduces journey time reliability and can lead to increased driver frustration and risk taking.
- 3.175 To address these issues, the Combined Authority is working in partnership with Highways England to assess the viability of the A47 dualling/capacity improvements proposal between the A16 Peterborough and Walton Highway.

Wisbech Rail

- 3.176 Construction of a new link to Wisbech will transform accessibility to the town. Options for rail and other high order transit such as tram/Light Rail Transit and Bus Rapid Transit are being considered by the Combined Authority and Cambridgeshire County Council, working closely with Network Rail and Fenland District Council. Residents and businesses in Wisbech would benefit from being able to reach Cambridge directly, connecting them to the opportunities within Greater Cambridge, including well-paid, skilled roles in the knowledge economy, and education and training opportunities at The University of Cambridge, Anglia Ruskin University and Cambridge Regional College. It will also play a key role in supporting the ambition for Wisbech Garden Town, helping to secure the viability and delivery of additional development.

Local projects

- 3.177 Plans to re-open the March to Wisbech rail line will be complemented by bus, walk and cycle, and road improvements in Wisbech to help realise the ambition and plans for a Garden Town. Funding has been secured from the Greater Cambridge Greater Peterborough Growth Deal to deliver this package over the next five years.
- 3.178 A package is also planned for enhancements to railway stations within Fenland – Manea, March, and Whittlesey. Short platform lengths currently prevent longer, higher capacity trains from calling at the stations, as well as reducing the frequency of trains able to stop. In addition to platform lengthening, we will fund station enhancements to improve the quality of station and waiting facilities, as well as improving access to, from and at the stations.

References

31. Bikeability is a scheme delivered by the Department for Transport which aims to give everyone the skills and confidence to ride a bike.
32. “Big Pedal is the UK’s largest inter-school cycling, walking and scooting challenge. It inspires pupils, staff and parents to choose human power for their journey to school.”
33. Sustrans website (Accessed May 2019)
34. Location of usual residence and place of work (Office for National Statistics, 2011)
35. ONS Mid-Year Population Estimates, mid-2017 vs 2007 (Office for National Statistics, 2018)
36. Cambridgeshire and Peterborough Local Transport Plan Evidence Base (Steer, 2018)
37. The average house price to earnings ratio in the city of Cambridge is 13. In the Greater Cambridge area, which also includes South Cambridgeshire, the average is 12.
38. Cambridge Local Plan (Cambridge City Council, 2012)
39. Greater Cambridge Partnership website (Greater Cambridge Partnership, 2019)
40. Huntingdonshire’s Local Plan to 2036: Proposed Submission 2017 (Huntingdonshire District Council, 2018)
41. East Cambridgeshire Local Plan, (East Cambridgeshire District Council, 2015)
42. Population estimates - local authority based by single year of age (Office for National Statistics, 2019)
43. Rural Road safety – policy options (Transport Research Laboratory, 2007).
44. Population estimates - local authority based by single year of age (Office for National Statistics, 2019)

4. Our Policies

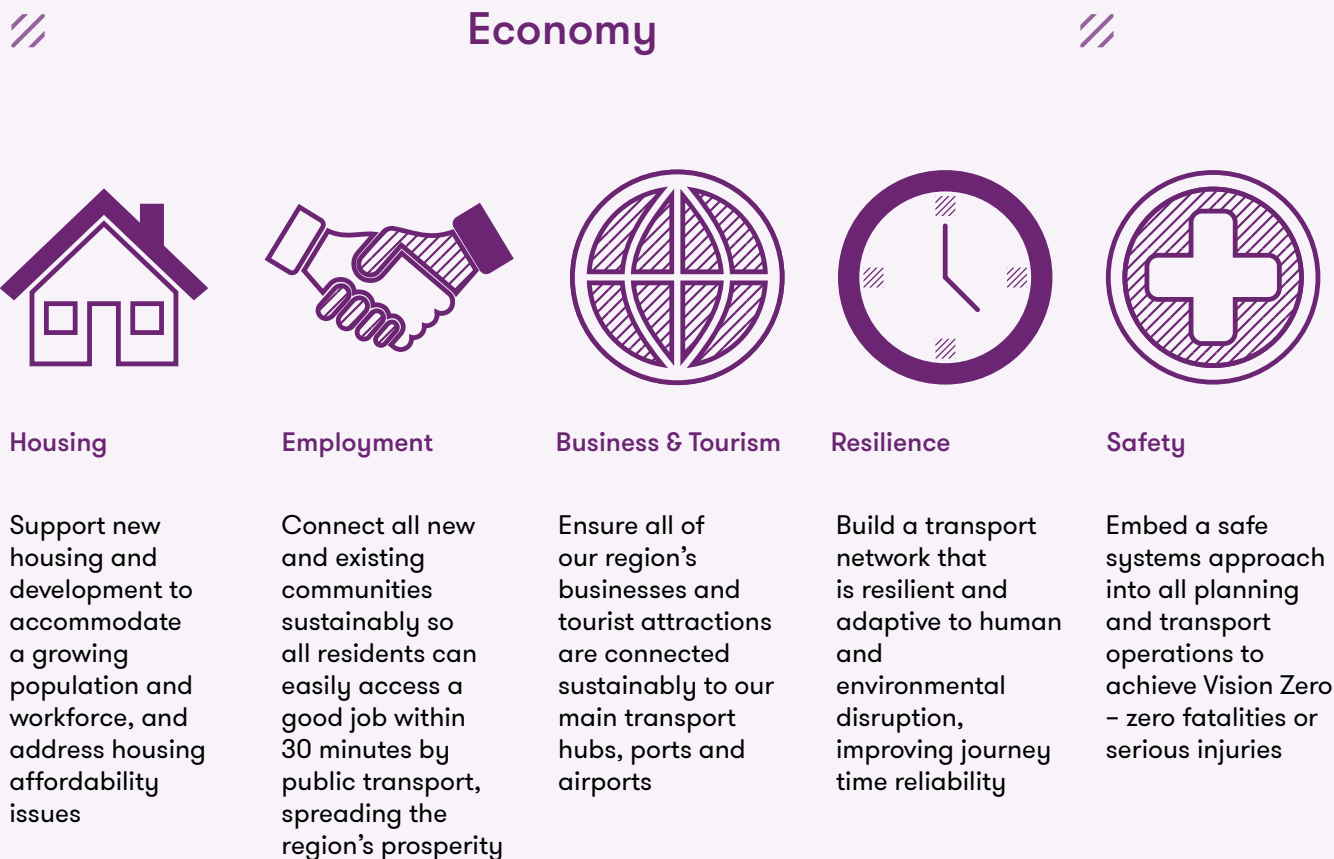


Introduction



- 4.1 The policies set out the requirements related to transport planning and design, delivery, and operation and maintenance for the Combined Authority, our public sector partners, and key private sector and non-for-profit stakeholders.
- 4.2 They are designed to support the delivery of the transport schemes identified in this core document, and collectively, to ensure that we achieve our vision to deliver a world-class transport network for Cambridgeshire and Peterborough that supports sustainable growth and opportunity for all.
- 4.3 They are also designed to provide the principles which underpin decision-making, capital investment and revenue support in our transport network.
- 4.4 Each policy is associated either with a given objective, as set out in Chapter 1 of this document, or a given mode of transport. Policies are grouped into individual 'policy themes'.
- 4.5 Figure 4.1 overleaf provides a summary of the relationship between objectives and policy themes containing our policies, as well as identifying policy themes for specific forms of transport, or "modes", and transport infrastructure (e.g. parking). A summary of the policies then follows in Table 4.1.
- 4.6 Annex 1 of the Cambridgeshire and Peterborough Local Transport Plan contains our detailed policies for transport.

Figure 4.1 Policy themes by objective and transport mode policy themes



Themes

- | | | | | |
|--|---|---|---|---|
| <ul style="list-style-type: none"> / Enabling development | <ul style="list-style-type: none"> / Planning and designing developments sustainably / Expanding labour markets | <ul style="list-style-type: none"> / Accessing ports and airports / Supporting the local visitor economy / Supporting business clusters / Freight | <ul style="list-style-type: none"> / Building a transport network resilient and adaptive to climate change / Maintaining and managing the transport network | <ul style="list-style-type: none"> / Safety for all – a safe systems approach / Ensuring transport security |
|--|---|---|---|---|

Modal Policies

Cycling

Walking

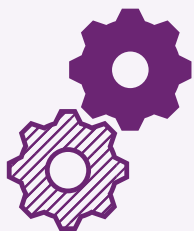
Parking

Rural transport services

Travelling by coach

Society

Environment



Accessibility

Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all



Health & Wellbeing

Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles



Air Quality

Ensure transport initiatives improve air quality across the region to exceed good practice standards



Environment

Deliver a transport network that protects and enhances our natural, historic and built environments



Climate Change

Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change

/ Transport accessibility for all

/ Transport pricing and affordability

/ Access to education and key services

/ The future of mobility

/ Public rights of way and waterways

/ Promoting and raising awareness of sustainable transport options

/ Supporting and promoting health and wellbeing

/ Improving air quality

/ Protecting our natural environment

/ Enhancing our built environments and protecting our historic environments

/ Reducing the carbon emissions from travel

Travelling by train

The local road network

Delivering a seamless public transport system

Improving public transport in our towns and cities

Making long distance journeys by car

Modal Policies

Table 4.1: Policy summaries

Objective	Policy theme	Policy description	Policies
1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	1.1 Enabling development	The transport policy and types of infrastructure and services required to enable sustainable development	<ul style="list-style-type: none"> / Deliver strategic transport and complementary connectivity infrastructure / Early engagement with developers / Secure developer contributions for strategic and local infrastructure
2: Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity	2.1 Planning and designing developments sustainably	Identifying how travel demand associated with development can be accommodated sustainably	<ul style="list-style-type: none"> / Support the provision of sustainable connectivity to and within developments / Ensure developers provide sufficient transport capacity and connectivity to support and meet the requirements arising from development / The design of parking (also see Policy Theme 19)
	2.2 Expanding labour markets	Enabling the transport network to increase the effective size of labour markets by reducing the burden on our transport networks during peak periods, reducing the need to travel and improving accessibility by public transport	<ul style="list-style-type: none"> / Support measures to reduce peak demand on the highway network / Improve the accessibility and connectivity of our public transport links to expand our labour market catchments / Invest in our highway network to improve accessibility

Objective	Policy theme	Policy description	Policies
3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	3.1 Accessing ports and airports	Providing access to ports and airports from across the Combined Authority and mitigating the impacts of traffic to/from these gateways, including traffic passing through the region	<ul style="list-style-type: none"> / Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail / Support improved road and rail connectivity to nearby airports, in particular at Stansted / Support the region's visitor economy through efficient passenger connectivity at Harwich / Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority
	3.2 Supporting the local visitor economy	Improving accessibility to the region via international gateways to ensure that the area remains favourable for tourism	<ul style="list-style-type: none"> / Improving connectivity to international gateways and larger centres / Delivering an integrated transport network navigable by passenger who are visiting the region for the first time / Delivering sustainable transport connectivity to tourist destinations in rural areas / Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure
	3.3 Supporting business clusters	Ensuring that businesses can trade effectively and facilitate linkages that support our varied and successful economy	<ul style="list-style-type: none"> / Invest in our rail and highway networks to allow our firms and organisations and workers to trade and travel easily across the country and abroad / Improve local connectivity to bring firms and organisations in our towns and cities closer together
	3.4 Freight	Supporting the sustainable and efficient movement of goods across the region	<ul style="list-style-type: none"> / Promoting rail freight / Promoting and enforcing appropriate Heavy Commercial Vehicle routing / Promoting sustainable urban freight distribution / Improving road freight facilities / Supporting efficient air freight and the aviation sector

Objective	Policy theme	Policy description	Policies
4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	4.1 Building a resilient and adaptive transport network to climate change	Developing a transport network that is resilient to extreme climatic events and is maintained accordingly	<ul style="list-style-type: none"> / Managing the risks to the transport network presented by climate change / Sustainable road network maintenance / Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change
	4.2 Maintaining and managing the transport network	Focusing on highways including standardising maintenance standards and encouraging the use of sustainable materials in scheme construction	<ul style="list-style-type: none"> / Standardising highways and transport asset maintenance standards and performance indicators / Supporting highway authorities in minimising the whole life costs of the highway / Addressing the challenges of climate change and enhancing our communities and environment
5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	5.1 Safety for all – a safe systems approach	Significantly improving the safety of the transport network – including monitoring and evaluation, education and adoption of a ‘safe system approach’	<ul style="list-style-type: none"> / A multi-agency approach to improving road safety / Continuous and comprehensive monitoring and evaluation of key road safety indicators / Support improvement in road user behaviour through education, training and publicity programmes / Adoption of the Safe System Approach into the mainstream of highway engineering
	5.2 Ensuring transport security	Addressing personal safety and security issues on the transport network and improving the security of transport hubs	<ul style="list-style-type: none"> / Addressing personal safety and security issues / Improving the security of public transport stops, stations and hubs

Objective	Policy theme	Policy description	Policies
6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	6.1 Transport accessibility for all	Facilitating access for all by improving infrastructure and the availability of information, and promoting demand-responsive transport services	<ul style="list-style-type: none"> / Supporting and promoting demand-responsive community transport services / Facilitating access to education and wider mobility for vulnerable children / Improving the accessibility of transport infrastructure / Promoting the provision of accessible transport information / Optimise the use of new technologies in improving accessibility
	6.2 Transport pricing and affordability	Improving public transport to make it an affordable alternative to the car and increasing the affordability of travelling by bus and rail	<ul style="list-style-type: none"> / Improve our public transport to provide an affordable alternative to the car / Increase the affordability of travelling by bus and rail
	6.3 Access to education and key services	Improving access to education and key services to make the Combined Authority an inclusive community for all	<ul style="list-style-type: none"> / Access to education / Access to non-emergency health and social care, and other key services and amenities / Digital inclusion
	6.4 The future of mobility	Focusing on supporting integration and roll-out of programmes which will enable the uptake and optimisation of new transport technologies across the region	<ul style="list-style-type: none"> / Promote and support research, innovation and engagement work undertaken by Smart Cambridge / Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies / Guiding the development of a regulatory framework under which new transport technology providers operate

Objective	Policy theme	Policy description	Policies
7: Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles	7.1 Public rights of way and waterways	Maintaining and enhancing the network of public rights of way and waterways in a consistent manner across the region	<ul style="list-style-type: none"> / Align policies for Public Rights of Way across Cambridgeshire and Peterborough / Improve access to the green spaces for all / Develop a network which is safe and encourages healthy activities / Ensure new development is integrated into the Public Rights of Way network without damaging the countryside / Ensure high quality, definitive information, maps and records are available on the network / Ensure the network is complete to meet the needs of today's users and land managers / Support better land and waterway management
	7.2 Promoting and raising awareness of sustainable transport options	Using education, training and information provision to promote sustainable transport options	<ul style="list-style-type: none"> / Support travel plan development and implementation of travel plan measures within workplaces to ensure healthy, safe, low carbon travel options for commuters are actively encouraged and supported / Ensure the adoption and enforcement of local travel plan guidance, for new planning applications / Promote existing and new walking and cycling routes to commuters and residents / Continue to promote cycle training in schools and for adults / Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised
	7.3 Supporting and promoting health and wellbeing	Promoting health and wellbeing by increasing the amount of physical activity undertaken, reducing air pollution, improving the public and urban realm and increasing access to healthcare, leisure, employment and social activities	<ul style="list-style-type: none"> / Reducing physical inactivity through active travel infrastructure, education, training and promotion / Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure / Improving street scene / public realm to improve safety / Increasing ability to access health and social care, and leisure facilities / amenities / Increasing ability to access to wider opportunities - employment, social activities

Objective	Policy theme	Policy description	Policies
8: Ensure transport initiatives improve air quality across the region to exceed good practice standards	8.1 Improving air quality	Harnessing improvements to vehicle technology and disincentivising travel by high polluting modes to reduce vehicle emissions and improve public health	<ul style="list-style-type: none"> / Reducing vehicle emissions / Keeping emissions low in the future / Improving public health
	9.1 Protecting our natural environment	Ensuring that all transport initiatives and schemes improve rather than damage the natural environment, based on guidance from DEFRA (including biodiversity and environmental net gain principles), Environment Agency, and Natural England	<ul style="list-style-type: none"> / Protection and enhancement of the natural environment / Improving sustainable access to the natural environment / Delivering green infrastructure
9: Deliver a transport network that protects and enhances our natural, historic and built environments	9.2 Enhancing our built environments and protecting our and historic environments	Ensuring that the built and historic environment is protected and enhanced in a consistent way across the Combined Authority area	<ul style="list-style-type: none"> / Support to enhance the built environment and protect the historic environment
	10.1 Reducing the carbon emissions from travel	Reducing emissions by encouraging the uptake of new emissions-free technologies and encouraging sustainable alternatives to the private car	<ul style="list-style-type: none"> / Utilising new technologies as they become available to minimise the environmental impacts of transport / Managing and reducing transport emissions / Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel
10: Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change			

Modal Policies

Policy theme

Policy description

Policies

11: Walking

Increasing the number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities, towns and villages

- / Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns

12: Cycling

Increasing the number of cycling trips through establishing safe and interconnected cycling links across the region's cities, towns and settlements – will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact

- / Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns

13: Delivering a seamless public transport system

Exploring new methods of ticketing, improving journey information, supporting the delivery of new and improved integrated transport hubs and supporting additional Park & Ride

- / Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators
- / Improve journey information to maximise the ease of travelling by public transport
- / Support the delivery of new and improved integrated, multi-modal transport hubs
- / Support additional Park & Ride provision, in conjunction with Cambridgeshire Autonomous Metro, where fully integrated into local transport networks

14: Rural transport services

Ensuring a comprehensive and integrated rural public transport system

- / Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders
- / Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network
- / Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network

Modal Policies

Policy theme

Policy description

Policies

15: Improving public transport in our cities

Improving the coverage, frequency and reliability of all forms of public transport within cities to meet the expectations of residents, visitors and businesses

- / Support the continued development of urban bus networks by working in partnership with bus operators and local authorities to improve service quality, reliability and frequency
- / Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility
- / Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure

16: Travelling by coach

Providing sufficient space and infrastructure for picking-up and setting-down passengers and integrating coach services with wider public transport and highway networks

- / Providing sufficient space and appropriate infrastructure for coach services
- / Integrating coach services with wider public transport and highway networks

17: Travelling by train

Improving key rail services, reducing pressure on the highway network and providing a better service for passengers

- / Support measures to deliver a more reliable, integrated, passenger-friendly rail network
- / Facilitate improvements to our rail stations to improve the experience of travelling by train
- / Explore options to expand the rail network to link to new settlements, corridors and growth areas
- / Support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity

18: The local road network

Supporting Local Highway Authority partners in identifying a Key Road Network; promoting more efficient use of the existing network; and aligning approaches to highway management and maintenance

- / Identifying a Key Road Network
- / Promoting more efficient use of the existing road network
- / Aligning approaches to management and maintenance

Modal Policies

Policy theme

Policy description

Policies

19: Parking

Managing the demand for parking through parking design, controlled provision, and enforcement

- / The design of parking
- / Managing parking demand
- / Parking technology and implications of disruptive technology

20: Making long-distance by car

Alleviating congestion, improving reliability and enhancing our region's accessibility by road

- / Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility
- / Develop new road corridors where required to support development and housing growth
- / Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad

Appendices



Appendix A:

High level delivery plan

This Appendix provides supplementary information regarding the projects described in Chapters 2 and 3, including a project description, assessment of local issues addressed, its contribution to wider regional objectives, relevant delivery partners and current status including approvals and funding. Separate tables are provided for Peterborough, Greater Cambridge, Huntingdonshire, East Cambridgeshire and Fenland.

Additional detail regarding the timescales for delivery, and the sources of funding available to implement each of the projects described will be developed during the consultation period and will inform the programme of four-year Delivery Plans which set out the Combined Authority's spending programme, based on the resources available. As noted previously, these Delivery Plans will be reviewed annually through the Medium-Term Financial Planning process.

Table A.1: Projects in Peterborough

Project	Description	Local Issues Addressed
A47 Junction 18 improvements	Capacity enhancements, refurbishment and renewal of existing footbridges, and new signalised crossings for pedestrians and cyclists	Peak-time traffic congestion at this junction on the Parkway network Issues with walking and cycling facilities Structural problems with existing footbridges
Peterborough University Access	A package of improvements to create and enhance walking and cycling links to the University, improve highway access to the Parkway network, and consider how best to replace the surface-level parking provision that currently occupies the University site.	Peak-time traffic congestion at this junction on the Parkway network Issues with walking and cycling facilities
Sustainable Travel Improvements	Promoting sustainable travel and infrastructure improvements in Peterborough	Poor quality walking and cycling infrastructure within Peterborough Scope to increase levels of active travel within Peterborough
Eastern Industries Fengate Capacity	Improvements to existing roads and junctions: <ul style="list-style-type: none"> × a new roundabout at the Oxney Road / Edgerley Drain Road Junction; × a new roundabout at Edgerley Drain Road / Storey's Bar Road / Vicarage Farm Road Junction; and × an additional lane on the A15 Paston Parkway between Junction 20 and Junction 8. × Pedestrian and cycling improvements 	Peak-time traffic congestion Additional business and manufacturing development at Fengate
A1260 Nene Parkway Junction 15	Capacity enhancements at junction (lane widening)	Peak-time traffic congestion
A1260 Nene Parkway Junction 32/33	Carriageway widening to three lanes in each direction over River Nene, and/or alternative options to relieve traffic flow	Peak-time traffic congestion on the Parkway network

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p>	Pre-2021	<p>Highways England</p> <p>Peterborough City Council</p>	Committed
<p>Connect all new and existing communities sustainably so residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p>	Pre-2021	Peterborough City Council	Commitment to fund business case
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	Ongoing	Peterborough City Council	Committed for 2019/20 workstreams. Future workstreams subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	Pre-2021	Peterborough City Council	Costed but not yet committed
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	Pre-2021	Peterborough City Council	Costed but not yet committed
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2021-25	Peterborough City Council	Costed but not yet committed

Project	Description	Local Issues Addressed
A1139 Fletton Parkway Junction 3	Capacity enhancements at junction, including full signalisation and/or widening of A1139 off-slips	Severe peak-time traffic congestion at this major junction Poor bus reliability Significant housing development at Hampton and Stanground
A1139 Fletton Parkway Junction 3 – 3A	Carriageway widening to three lanes in each direction over East Coast Main Line	Peak-time traffic congestion on the Parkway network Significant housing development at Hampton and Stanground
A16 Norwood Dualling	Dualling a small section near the Norwood development with a longer-term aspiration of dualling into South Lincolnshire	Peak-time traffic congestion Limited accessibility and slow journey times between Peterborough, Lincolnshire, and the wider highway network
A605 Oundle Road Widening - Alwalton to Lynch Wood Business Park	Provide additional lanes inbound to Lynch Wood Business Park and accompanying junction improvements	Peak-time traffic congestion
Peterborough Rail Station Western Access	New entrance to Peterborough station to serve the western side of the city, with improved pedestrian and cycle facilities	Limited accessibility to Peterborough station for areas west of the railway line
Stanground Access	Improvements to the A605 / B1095 junction by creating an additional right turn lane	Severe peak-time traffic congestion Poor road safety due to junction alignment Significant housing development at Stanground

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p>	Pre-2021	Peterborough City Council	Commitment to fund business case. Further work costed but not yet committed.
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2026-30	Peterborough City Council	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	<p>2021-25 for dualling to Norwood</p> <p>2026-30 for dualling to Southern Lincolnshire</p>	Peterborough City Council	Commitment to fund business case
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	Pre-2021	Peterborough City Council	Costed but not yet committed
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	2021-25	<p>Peterborough City Council</p> <p>Network Rail</p>	Costed but not yet committed
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p>	Pre-2021	Peterborough City Council	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
Stanground Bypass Dualling	Dualling of the eastern end of the Stanground Bypass	Peak-time traffic congestion Significant housing development at Stanground
Stanground Fire Station Junction	Junction improvements	Peak-time traffic congestion Poor bus reliability Significant housing development at Stanground
North Westgate Redevelopment	Highway improvements are still being determined and these will be developed as part of the master planning process.	Significant city centre regeneration and new development
Midgate, Broadway and Northminster public realm improvements	Completion of public realm improvements, including new paving, lighting and street furniture, within Peterborough city centre	Poor quality public realm, acting as a deterrent to walking and cycling Significant city centre regeneration and new development
Fletton Quays New Footbridge	Provision of a new footbridge across the River Nene between Fletton Quays and the Embankment	Major development at Fletton Quays and the future University site on Bishop's Road Limited walking and cycling provision across the River Nene

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p>	2021-25	Peterborough City Council	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p>	2021-25	Peterborough City Council	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p>	2021-25	Peterborough City Council	Subject to scheme development, business case and funding
<p>Deliver a transport network that protects and enhances our natural, historic and built environments</p> <p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	Pre-2021	Peterborough City Council	Subject to scheme development, business case and funding
<p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	2021-25	Peterborough City Council	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
A15 Paston Parkway Junction 22 to Glington Roundabout	Dualling of the A15 between Junction 22 and the Glington Roundabout and associated junction improvements. Longer term goal of dualling into southern Lincolnshire.	Peak-time traffic congestion on the Parkway network Significant housing development at Norwood
Crescent Bridge Pedestrian and Cycle Bridge	Enhancements to bridge across railway line to improve pedestrian and cycle facilities	Poor walking and cycling facilities on a key corridor into Peterborough city centre Limited walking and cycling permeability across the East Coast Main Line
Frank Perkins Parkway Junction 4 - 5 widening	Widening of Parkway to three lanes in each direction	Peak-time traffic congestion Significant housing development at Stanground and in the Fengate area
Queensgate Bus Interchange	Improvements to the bus interchange and better links with the railway station	Poor quality environment for bus passengers, acting as a deterrent to travelling by bus
Werrington Dive Under	New grade-separated railway junction north of Peterborough to provide additional rail freight capacity	Limited capacity for additional passenger and freight trains through Peterborough Pathing conflicts between freight and passenger services

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2021-25 for Glinton Roundabout, 2026-30 for dualling to Southern Lincolnshire	Peterborough City Council	Subject to scheme development, business case and funding
<p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2021-25	Peterborough City Council	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2021-25	Peterborough City Council	Subject to scheme development, business case and funding
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Deliver a transport network that protects and enhances our natural, historic and built environments</p>	2021-25	Peterborough City Council	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	Pre-2021	Network Rail	Under construction

Project	Description	Local Issues Addressed
Huntingdon to Peterborough Four Tracking	Reinstating four tracks from Huntingdon to Peterborough along the East Coast Main line to provide additional capacity	Limited capacity for additional passenger and freight trains south of Peterborough Pathing conflicts between freight and passenger services
Hampton East Coast Main Line (ECML) Rail Crossing	Developer-led proposals for a new bridge and link road between the A605 Stanground Bypass and the London Road / The Serpentine roundabout	Peak-time traffic congestion Significant housing development at Stanground
Closure of level crossings	Network Rail led initiative to replace or remove level crossings. Doing so will improve safety and journey times across the transport network	Peak-time traffic congestion Road safety
A47 Wansford to Sutton	Dualling of the A47 between Wansford and Sutton, and associated junction improvements at the Wansford / A1 roundabouts	Peak-time traffic congestion Poor road safety due to substandard road alignment
A1 Wittering Improvement	New grade separated junction to improve road safety and access to Wittering village	Poor road safety due to poor junction and highway alignment Limited access to Wittering due to high volumes of traffic
A47 corridor improvement programme	Capacity improvements to A47 corridor, with the long-term aspiration of dualling the route throughout	Peak-time traffic congestion Limited accessibility and slow journey times between Peterborough, the Fens and the wider highway network

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	2021-25	Network Rail	Subject to scheme development, business case and funding
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	2021-25	Network Rail Developer	Committed via S106
Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	Ongoing (to 2025)	Network Rail	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	Pre-2021	Highways England	Highways England committed funding
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	2021-25	Highways England	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	Guyhirn junction upgrade by 2021; dualling of the route by 2026-30	Highways England	Subject to scheme development, business case and funding

Table A.2: Projects in Greater Cambridge

Project	Description	Local Issues Addressed
CAM Central tunnelled infrastructure within Cambridge	<p>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.</p> <p>This section of route provides high quality, segregated connectivity – unaffected by traffic congestion – for CAM services across and within Cambridge, transforming accessibility to key destinations and employment sites from across Cambridgeshire and Peterborough.</p>	<p>Traffic congestion within Cambridge city centre and key radial highway corridors</p> <p>Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites</p> <p>Poor public transport accessibility to major housing developments</p> <p>Limited public transport capacity (including Park & Ride)</p> <p>Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift</p>
CAM Cambridge Science Park to Waterbeach (Cambridge North East Transport Study)	<p>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.</p> <p>This component of the route will help to connect Waterbeach New Town to the Science park and City Centre, encouraging the development of over 9,000 new homes in Waterbeach and 5,000 jobs at the Science Park as well as supporting development at Cambridge Northern Fringe East. It will also provide new Park & Ride capacity on the A10 corridor, at an expanded Milton Park & Ride and/or a new site near Waterbeach.</p> <p>The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.</p>	<p>Traffic congestion within Cambridge city centre and key radial highway corridors</p> <p>Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites</p> <p>Poor public transport accessibility to major housing developments</p> <p>Limited public transport capacity (including Park & Ride)</p> <p>Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift</p>
CAM Cambridge East towards Mildenhall	<p>Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.</p> <p>This section of the route will provide important connectivity to the east of Cambridge, opening up development for 2,500 homes, and includes a connection to the Newmarket Road P&R site and/or the relocation of the P&R site to Airport Way closer to the A14.</p> <p>The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.</p>	<p>Traffic congestion within Cambridge city centre and key radial highway corridors</p> <p>Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites</p> <p>Poor public transport accessibility to major housing developments</p> <p>Limited public transport capacity (including Park & Ride)</p> <p>Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift</p>

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2026-30	Greater Cambridge Partnership	Committed and funded to Outline Business Case
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2026-30	Greater Cambridge Partnership	Committed and funded to route options appraisal
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2026-30	Greater Cambridge Partnership	Committed and funded to route options appraisal

Project

Description

Local Issues Addressed

CAM Cambridge Biomedical Campus towards Haverhill (Cambridge South East Transport Study)

Includes a segregated public transport corridor from the Cambridge Biomedical Campus to Granta Park and an accompanying Park & Ride site, being delivered by the Greater Cambridge Partnership

Delivery of a segregated, high-quality mass transit network connecting market towns and new settlements in Greater Cambridge to key destinations in Cambridge.

This section will connect the future Cambridge South station, Cambridge Biomedical Campus and Babraham Research Campus to new developments in Granta Park, and a new Park & Ride site at the A11.

The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.

Traffic congestion within Cambridge city centre and key radial highway corridors

Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites

Poor public transport accessibility to major housing developments

Limited public transport capacity (including Park & Ride)

Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift

CAM Cambridge to Cambourne and St Neots

Includes segregated public transport corridors from Cambridge to Cambourne and an accompanying Park & Ride site, being delivered by the Greater Cambridge Partnership

Delivery of a segregated, high-quality mass transit network connecting existing market towns and new settlements in Greater Cambridge to key destinations in Cambridge.

This section will connect Central Cambridge to Cambourne, serving major developments at West Cambridge, Bourn Airfield and Cambourne, with potential for a future extension to St Neots.

The route will also include high-quality provision for pedestrians, cyclists, horse riders and other non-motorised users, encouraging active travel by providing safe and attractive facilities.

Traffic congestion within Cambridge city centre and key radial highway corridors

Slow and unreliable public transport links between market towns in Greater Cambridge and key employment sites

Poor public transport accessibility to major housing developments

Limited public transport capacity (including Park & Ride)

Need to deliver a step-change in public transport quality and attractiveness to encourage modal shift

A10 Ely to Cambridge Capacity Improvements

Dualing of the A10 (either completely, or at particular sections) between the Milton Interchange and the A10/A142 'BP' roundabout in Ely, improvements to the A14/A10 Milton interchange in Cambridge, and a parallel segregated walking and cycling route.

Designed to increase capacity and support proposed housing development at Waterbeach.

Traffic congestion along the A10 corridor

Poor road safety and severance for non-motorised traffic

Major development at Waterbeach New Town

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2026-30	Greater Cambridge Partnership	Committed and funded to route selection, with funding allocated for delivery of final route
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	<p>2026-30</p> <p>Cambourne to Grange Road segregated public transport corridor to open as Phase 1 in 2024</p>	Greater Cambridge Partnership	Committed and funded to route selection, with funding allocated for delivery of final route
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2026-30	<p>Greater Cambridge Partnership</p> <p>Cambridgeshire County Council</p>	Committed and funded to Strategic Outline Case

Project	Description	Local Issues Addressed
Cambridge South Station	Delivery of a new station at Cambridge South, neighbouring the Cambridge Biomedical Campus, including four-tracking and associated junction improvements	Poor rail accessibility to the Cambridge Biomedical Campus
Ely Area Capacity Enhancements (EACE)	Junction upgrade at Ely North to enable additional freight and passenger trains, while retaining road access for Prickwillow, Queen Adelaide and North Ely residents.	Significant frequency and reliability constraint on the local rail network
Oxford to Cambridge Expressway and A428 Dualling	<p>Delivering a grade-separated Expressway between Oxford, Milton Keynes and Cambridge, including a new highway corridor between the M1 and M40 ('missing strategic link').</p> <p>Includes dualling of the A428 between Caxton Gibbet and Black Cat and capacity improvements at the A428/A1198 Caxton Gibbet roundabout</p>	<p>Major housing and employment development along the Oxford to Cambridge corridor</p> <p>Traffic congestion on the Strategic Highway Network (SRN)</p> <p>Poor strategic highway connectivity along the Oxford to Cambridge corridor</p>
East West Rail (Central Section)	Delivering a new railway corridor between Bedford and Cambridge, which will enable direct rail services between Cambridge, Milton Keynes and Oxford	<p>Major housing and employment development along the Oxford to Cambridge corridor</p> <p>Poor strategic public transport connectivity along the corridor</p>

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	2021-25	<p>Greater Cambridge Partnership</p> <p>Network Rail</p>	Commitment to fund business case and feasibility study of interim solution
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2021-2025	Network Rail	Committed and funded to Outline Business Case
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	<p>2026-2030</p> <p>A428 Black Cat to Caxton Gibbet to open 2025/26</p>	Highways England	Highways England committed funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	Post-2030	East West Rail Company	Funded by DfT through to Strategic Outline Business Case

Project	Description	Local Issues Addressed
M11 'smart motorway'	Upgrade of the M11 to the west of Cambridge to three-lane 'smart motorway' standard	Major development to the west of Cambridge Traffic congestion and poor reliability Limited highway capacity
Additional M11 Park & Ride capacity	Increasing capacity for Park & Ride to the West of Cambridge by either further expanding the existing site at Trumpington or providing a new site adjacent to Junction 11 of the M11 Improving public transport reliability into the city centre along Trumpington Road.	Traffic congestion, poor reliability and slow journey times within Central Cambridge Insufficient existing Park & Ride capacity
Greenway Network and Chisholm Trail	New and improved segregated walking and cycling links from Cambridge to twelve market towns and villages in South Cambridgeshire, and a new substantially segregated route from Cambridge North to Cambridge Station, including a new bridge over the River Cam	Need for safer, more attractive walking and cycling infrastructure
Wider Cambridgeshire Cycling Interventions	Local cycling improvements across Cambridgeshire (outside the Greenway network). Within Greater Cambridge, these include: <ul style="list-style-type: none"> x A10 Cycleway between Cambridge Research Park and A1123 / Stretham x Melbourn to Royston Pedestrian and Cycle Way, including A505 bridge x Wider Waterbeach pedestrian/cycle network x Wider Cambourne pedestrian/cycle network x B1046 cycle schemes x A603 cycle schemes x Cycleway improvement between Trumpington and Great Shelford 	Need for safer, more attractive walking and cycling infrastructure

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	TBC	<p>Greater Cambridge Partnership</p> <p>Highways England</p>	Subject to scheme development, business case and funding
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	2021-2025	Greater Cambridge Partnership	Committed to feasibility study, with funding for further stages allocated
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	<p>2021-25</p> <p>Some Greenways to be completed pre-2021</p>	<p>Greater Cambridge Partnership</p> <p>Cambridgeshire County Council</p>	<p>Chisholm Trail Phase 1 under construction</p> <p>Greenway Network committed</p>
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	2021-25	Cambridgeshire County Council	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
City Access and Choices for Better Journeys	<p>The Greater Cambridge Partnership recently sought the public's views on a number of potential measures to improve journeys into and around Cambridge and tackle poor air quality, including:</p> <ul style="list-style-type: none"> × A future public transport network to make it much easier for more people to get into and around Cambridge; × Options for managing demand for road space and funding public transport, including: <ul style="list-style-type: none"> - restricting access for cars to specific roads or areas; - charging motor vehicles to drive into and around Cambridge at peak times; - introducing a pollution charge; - introducing a workplace parking levy; - making changes to parking controls, for example reducing parking availability or increasing charges 	<p>Severe traffic congestion within Cambridge City</p> <p>Poor quality walking, cycling and public transport provision</p> <p>Need to provide sustainable, long-term funding for better public transport</p>
A10 Foxton Level Crossing and Travel Hub	<p>Provision of a highway bridge or underpass to enable the closure of the level crossing on the A10 to the immediate south of Foxton Station, together with pedestrian improvements.</p> <p>The Greater Cambridge Partnership are also separately bringing forward proposals for a new travel hub (including parking) at the station.</p>	<p>Local traffic congestion at Foxton Level Crossing</p> <p>Poor road safety</p>
A505 Corridor Study	<p>A strategic economic growth and transport study to include outline business case development for a scheme on the A505 to facilitate growth at the internationally important biotech cluster to the south of Cambridge</p>	<p>Local highway congestion</p> <p>Poor orbital public transport connectivity</p> <p>Local development opportunities</p>
Milton and Histon Road Improvements	<p>Redesign and road space reallocation along Milton and Histon Roads in Cambridge, to provide more attractive, safer cycling infrastructure and faster, more reliable bus services.</p>	<p>Traffic congestion along the Milton and Histon Road corridors</p> <p>Slow, unreliable bus journeys</p> <p>Safety concerns and poor-quality existing cycling infrastructure</p> <p>Poor local air quality</p>

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2021-2025	Greater Cambridge Partnership	Subject to scheme development
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Build a resilient and adaptive network that is less susceptible to human and environmental disruption, improving journey time reliability</p>	2021-2025	Cambridgeshire County Council Network Rail	Costed but not yet committed
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region’s prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	TBC	Cambridgeshire County Council	Committed and funded to strategic outline business case
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2021-25	Greater Cambridge Partnership	Committed

Project	Description	Local Issues Addressed
Mill Road Railway Bridge Widening	Widen existing bridge or new cycle bridge.	Safety concerns and poor-quality existing cycling infrastructure
Jesus Green Lock	Upgrades to cycling routes and resolve crossing (new bridge) in the vicinity of Jesus Green Lock existing pedestrian bridge	Safety concerns and poor-quality existing cycling infrastructure
Coldhams Lane Improvements	Design phase of improvements to the junction of Coldhams Lane, Brooks Road and Barnwell Road, Cambridge. Aim to improve safety for cyclists.	Safety concerns and poor-quality existing cycling infrastructure
Longstanton Park & Ride Expansion	Expansion of Longstanton Park & Ride to 1,000 spaces.	Traffic congestion, poor reliability and slow journey times within central Cambridge Insufficient existing Park & Ride capacity
Newmarket to Cambridge Track Doubling	Additional passing loops or double tracking to enable half-hourly services between Cambridge, Newmarket and Ipswich.	Traffic congestion, poor reliability and slow journey times within Central Cambridge Unattractive frequency of existing rail services along Cambridge <-> Newmarket corridor

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	TBC	Cambridgeshire County Council	Costed but not yet committed
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region’s prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure all of our region’s businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2026-30	Network Rail	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
Electrification of Rural Rail Routes	<p>Electrification to allow electric freight trains to serve the Port of Felixstowe, and electric passenger services between Cambridge and Ipswich, Cambridge and Norwich, Peterborough and Ipswich and Stansted Airport and Birmingham New Street. Routes include:</p> <ul style="list-style-type: none"> × Felixstowe to Nuneaton (Newmarket to Peterborough in strategy area). × Cambridge to Newmarket. × Ely to Norwich. 	<p>Slow and infrequent rural rail services</p> <p>Poor air quality and carbon emissions from diesel passenger and freight trains</p>
Riverside Improvements Phase 2 between Priory Road and Stourbridge Common	Public realm improvements.	<p>Poor quality public realm and cycling provision</p> <p>Local safety concerns</p>
Rural Travel Hubs	Bespoke rural transport interchanges to better connect residents in South Cambridgeshire with public transport and cycling/walking routes.	<p>Traffic congestion, poor reliability and slow journey times within Central Cambridge</p> <p>Poor interchange facilities for rural communities in South Cambridgeshire</p>
Waterbeach Station Relocation	Relocation of Waterbeach station to better serve future development at Waterbeach New Town, and provide capacity for longer 8 – 12 car trains.	<p>Limited public transport accessibility to Waterbeach New Town development</p> <p>Short platforms and insufficient parking capacity at existing Waterbeach station</p>
Strategic Bus Review	Implementing recommendations from the Strategic Bus Review within Greater Cambridge, with the aim of ensuring a more reliable, better quality and more attractive bus network to passengers.	<p>Limited accessibility and poor reliability of the existing bus network</p> <p>Traffic congestion, poor reliability and slow journey times within Central Cambridge</p>

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	TBC	Network Rail	Subject to scheme development, business case and funding
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2021-25	Greater Cambridge Partnership	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	2021-25	<p>Network Rail</p> <p>Local developers</p>	Committed via S106
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	2021-25	Cambridgeshire County Council	Committed

Project	Description	Local Issues Addressed
Girton Interchange Study	Exploring the case for improvements to Girton Interchange to add additional links not served by the existing junction, subject to engineering feasibility and value-for-money.	Key highway links (e.g. A428 West to M11 South) are not facilitated by the current junction layout
Cambridgeshire Rail Capacity Study	<p>Strategic rail study identifying network constraints on the Cambridgeshire rail network, with the view to identifying potential improvements to facilitate additional services and/or routes</p> <p>Likely to overlap with other rail scheme e.g. Electrification of rural routes in Cambridgeshire and surrounding counties, Ely North Junction improvements, and Newmarket to Cambridge track doubling</p>	Limited frequency and capacity on some key rail corridors within Greater Cambridge (e.g. Newmarket to Cambridge)
Mitigation of Local Impacts of Waterbeach Development	Package of schemes to mitigate development impacts, including wider Waterbeach pedestrian / cycle network.	<p>Major development at Waterbeach New Town</p> <p>Poor quality existing walking and cycling infrastructure</p>

Wider Regional Objectives

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Build a resilient and adaptive network that is less susceptible to human and environmental disruption, improving journey time reliability</p>	TBC	<p>Highways England</p> <p>Cambridgeshire County Council</p>	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	TBC	Network Rail	Completed
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2021-25	Local developers	Subject to S106 discussions between planning authority, highways authority and developer

Table A.3: Projects in Huntingdonshire

Project	Description	Local Issues Addressed
A1 Baldock – Brampton capacity improvements	Improvements to the A1 between Baldock (near Biggleswade) and Brampton (near Huntingdon), including a new upgraded alignment and/or junction improvements	Peak-time traffic congestion Poor road safety due to poor junction and highway alignment
Oxford to Cambridge Expressway and A428 Dualling	Delivering a grade-separated Expressway between Oxford, Milton Keynes and Cambridge, including a new highway corridor between the M1 and M40 ('missing strategic link') Includes dualling of the A428 between Caxton Gibbet and Black Cat and capacity improvements at the A428/A1198 Caxton Gibbet roundabout	Major housing and employment development along the Oxford to Cambridge corridor Traffic congestion on the Strategic Highway Network (SRN) Poor strategic highway connectivity along the Oxford to Cambridge corridor
East West Rail (Central Section)	Delivering a new railway corridor between Bedford and Cambridge, which will enable direct rail services between Cambridge, Milton Keynes and Oxford	Major housing and employment development along the Oxford to Cambridge corridor Poor strategic public transport connectivity along the corridor
A1 Buckden roundabout capacity and safety improvements	Local capacity improvements to accommodate increased demand and improve road safety	Peak-time traffic congestion Poor road safety due to poor junction alignment
A141 / Alconbury Weald Enterprise Zone Southern Access	Highway schemes to mitigate development impact, which will also support high-quality bus provision from St Ives (Busway) to Huntingdon / Alconbury	Major development at Alconbury Weald Poor public transport accessibility through Alconbury Weald site

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2026-30	Highways England	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	<p>2026-2030</p> <p>A428 Black Cat to Caxton Gibbet to open 2025/26</p>	Highways England	Committed Highways England funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	Post-2030	East West Rail Company	Funded by DfT through to Strategic Outline Business Case
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	TBC	Highways England	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	<p>New junction on A414 by 2021, southern link road 2021-25</p>	<p>Cambridgeshire County Council</p> <p>Local developers</p>	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
A141 capacity enhancements around Huntingdon	<p>Junction capacity enhancements on the A141 Huntingdon northern bypass at the following locations:</p> <ul style="list-style-type: none"> × Ermine Street × Washingley Road × St Peter's Road × A1123 Huntingdon Road / B1514 Main Street × B1090 Sawtry Way <p>Also includes A141 capacity improvements between the B1090 Sawtry Way junction and the A141 future Huntingdon Bypass alignment if needed.</p>	<p>Severe peak-time traffic congestion</p> <p>Major development at Alconbury Weald and in Huntingdon, and proposed long-term development at Wyton Airfield</p>
Alconbury Weald travel hub	<p>A travel hub to the west / centre of the Alconbury Weald / Enterprise Zone site to better serve the new development.</p> <p>Further study will be required to identify the most suitable combination of modes to improve connectivity, chiefly north-south to Peterborough and Huntingdon, as well as surface access enhancements.</p>	<p>Major development at Alconbury Weald</p> <p>Poor public transport provision and interchange facilities within the Alconbury Weald site</p>
High quality bus infrastructure linking Alconbury Weald to Huntingdon	<p>A high-quality bus corridor providing quick and reliable journeys between the Enterprise Zone at Alconbury and Huntingdon town centre / station.</p>	<p>Major development at Alconbury Weald</p> <p>Poor public transport accessibility through Alconbury Weald site</p>
Safeguarding of a future A141 northern Huntingdon bypass alignment	<p>Safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass.</p>	<p>Severe peak-time traffic congestion</p> <p>Major development at Alconbury Weald and in Huntingdon, and proposed long-term development at Wyton Airfield</p>
A1096 capacity enhancements around St Ives	<p>Junction capacity enhancements on the A1096 around St Ives at the following locations:</p> <ul style="list-style-type: none"> × Low Road × Busway × Meadow Lane × Compass Point 	<p>Severe peak-time traffic congestion</p> <p>Major development at Alconbury Weald and in Huntingdon, and proposed long-term development at Wyton Airfield</p>

Wider Regional Objectives	Timescale	Delivery partners	Status
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	2021-25	Cambridgeshire County Council	Costed but not yet committed
Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports			
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	2021-25	Cambridgeshire County Council	Subject to scheme development, business case and funding
Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all		Local developers	
Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity Ensure transport initiatives improve air quality across the region to exceed good practice standards			
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	2026-30	Cambridgeshire County Council	Subject to scheme development, business case and funding
Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Integrated into emerging CAM network	Local developers	
Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity			
Ensure transport initiatives improve air quality across the region to exceed good practice standards			
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Route safeguarded, delivery timescale TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding
Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports			
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	2021-25	Cambridgeshire County Council	Subject to scheme development, business case and funding
Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports			

Project

Description

Local Issues
Addressed

Wider Huntingdon and St Ives area pedestrian/cycle network

Improvements to the walking and cycling network within Huntingdonshire

Safety concerns and poor-quality existing cycling infrastructure

Hartford transport interchange

A transport interchange to intercept car trips and provide access to the St Ives to Wyton Airfield and Alconbury Weald, and St Ives to Huntingdon High Quality Bus Network routes.

Major development at Alconbury Weald and in Huntingdon, and proposed long-term development at Wyton Airfield

Limited interchange facilities between local public transport services

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 St Ives and Huntingdon town centre / station.

Major development in Huntingdon and proposed long-term development at Wyton Airfield

Poor public transport accessibility through Alconbury Weald site

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	Pre-2021	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region’s prosperity</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2025-30	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region’s prosperity</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2026-30 Integrated into emerging CAM network	Cambridgeshire County Council	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
Huntingdon Third River Crossing	Feasibility and preliminary work on major strategic new river crossing to support growth to the north of the Great Ouse. Work will look at potential environmental impact, traffic issues and the opportunity to deliver more housing.	Proposed long-term major development at Wyton Airfield Peak-time traffic congestion
St Neots River Great Ouse cycle bridge	Delivery of a new foot and cycle bridge in St Neots, located to the north of the town, offering a safer, traffic-free crossing of the River Great Ouse.	Major development within St Neots Limited walking and cycling provision across the Great Ouse
St Neots northern link to Little Paxton	New highway link to the north of St Neots	Major development within St Neots Traffic congestion within St Neots town centre
Wyton Airfield Access	A study to support any potential future development on the site and of the most appropriate measure to bring forward sustainable development and access. This could include a transport interchange, high-quality bus network, B1090 traffic management improvements, and / or access measures across all modes, and would need to consider mitigating negative impacts of travel demand on St Ives and Huntingdon.	Proposed long-term major development at Wyton Airfield Peak-time traffic congestion

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	TBC	Cambridgeshire County Council	Committed and funded through to feasibility study
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	Pre-2021	Cambridgeshire County Council	Committed
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	TBC	Cambridgeshire County Council Local developers	Subject to scheme development, business case and funding

Table A.4: Projects in East Cambridgeshire

Project	Description	Local Issues Addressed
A10 Ely to Cambridge Capacity Improvements	<p>Dualling of the A10 (either completely, or at particular sections) between the Milton Interchange and the A10/A142 'BP' roundabout in Ely, improvements to the A14/A10 Milton interchange in Cambridge, and a parallel segregated walking and cycling route.</p> <p>Designed to increase capacity and support proposed housing development at Waterbeach.</p>	<p>Traffic congestion along the A10 corridor</p> <p>Poor road safety and severance for non-motorised traffic</p> <p>Major development at Waterbeach New Town</p>
Ely Area Capacity Enhancements (EACE)	<p>Junction upgrade at Ely North to enable additional freight and passenger trains, while retaining road access for Prickwillow, Queen Adelaide and North Ely residents.</p>	<p>Significant frequency and reliability constraint on the local rail network</p>
A10/A142 and Lancaster Way Roundabout Improvements	<p>Increasing the capacity of the A10/A142 and Lancaster Way roundabouts, supporting development at Grovemere and Lancaster way Business Parks.</p>	<p>Peak-time traffic congestion</p> <p>New business development to the south of Ely</p>
Dualling of the A10 between the A142 Witchford Road and the A142 Angel Drove	<p>Dualling of the A10 to provide additional capacity and mitigate development impacts</p>	<p>Peak-time traffic congestion</p> <p>New business development to the south of Ely</p>
A142 capacity and safety improvements	<p>Local capacity and safety improvements on the A142 between Ely and Chatteris</p>	<p>Peak-time traffic congestion along the A142 corridor</p> <p>Poor road safety</p>

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2026-30	<p>Greater Cambridge Partnership</p> <p>Cambridgeshire County Council</p>	Committed and funded through to Strategic Outline Case
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2021-25	Network Rail	Committed and funded through to Outline Business Case
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	2021-25	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p>	2026-30	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
Bus access to North Ely development	Measures to provide reliable and timely bus links to the new North Ely development	Major development to the north of Ely Limited accessibility by public transport
East Cambridgeshire Walking and Cycling Improvements	<p>Improvements to the walking and cycling network within East Cambridgeshire, including:</p> <ul style="list-style-type: none"> × Local cycle improvements within Ely × Soham to Ely cycle route (via Stuntney) × Soham to Wicken Fen cycle route × Foot/cycle path extensions in Little Thetford × Quy to Lode cycle improvements × Sutton to Mepal cycle improvements × Lode/Swaffham Bulbeck to Swaffham Prior cycle improvement × Wicken to Waterbeach cycle improvement × Wicken to Soham cycle improvement × Wilburton village to Cottenham pedestrian and cycle improvement × Improved cycle and pedestrian access in Littleport 	Safety concerns and poor-quality existing cycling infrastructure
Pedestrian and cycle bridge – Henley Way to Merivale Way	Bridge between Henley Way and Merivale Way – linking two large housing developments and connecting the Lisle Lane route. This route would also connect with the North Ely development	Major development to the north of Ely Poor quality walking and cycling provision
Soham station	Construction of a new railway station at Soham, served by Ipswich to Peterborough rail services	No direct access to the rail network from Soham Major development within Soham

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2021-25	<p>Cambridgeshire County Council</p> <p>Local developers</p>	Subject to scheme development, business case and funding
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	2021-25	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region’s prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure all of our region’s businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2021-25	Network Rail	Commitment to fund GRIP 3 study, Further work costed but not yet committed.

Project	Description	Local Issues Addressed
Ely to Soham track doubling	Doubling the track between Ely and Soham, facilitating additional passenger and freight services	Infrequent rail services between Ipswich and Peterborough Limited capacity for freight services
Newmarket West Chord	New chord to enable direct services between Soham, Newmarket and Cambridge	Current track layout does not allow services to operate directly from Soham towards Cambridge
Queen Adelaide Road study	Scheme to mitigate the journey time and safety impacts of increased periods of level crossing closures	Traffic congestion and poor road safety caused by level crossing closures
Improved parking and interchange facilities at Ely station	Improved parking and interchange facilities at Ely station	Poor quality passenger facilities at Ely station
Improved parking and access facilities at Littleport station	Additional car and cycle parking, improved access for all users	Poor quality passenger facilities at Littleport station
A14 junction 37 and 38 improvements	Joint study with Suffolk County Council and West Suffolk Council to assess demand and options for junction upgrades, including an all-movements junctions to increase capacity at J38.	Traffic congestion and limited highway capacity

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p> <p>Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change</p>	2021-25	Network Rail	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	TBC	Network Rail	Subject to scheme development, business case and funding
<p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Build a resilient and adaptive network that is less susceptible to human and environmental disruption, improving journey time reliability</p>	TBC	Network Rail Cambridgeshire County Council	Complete to Strategic Outline Business Case
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	2021-25	Network Rail	Subject to scheme development, business case and funding
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	2021-25	Network Rail	Subject to scheme development, business case and funding
<p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	TBC	Highways England	Subject to scheme development, business case and funding

Table A.5: Projects in Fenland

Project	Description	Local Issues Addressed
Wisbech Rail	Reopening of the disused railway line between March and Wisbech, with direct services from Wisbech to Ely and Cambridge	Major development within Wisbech, including the proposed Wisbech Garden Town No direct access from Wisbech to the rail network
A47 corridor improvement programme	Capacity improvements to A47 (Thorney bypass to Walton Highway), including the longer-term aspiration of dualling the route between Peterborough / A15 and Wisbech / Walton Highway	Major development within Wisbech, including the proposed Wisbech Garden Town Slow journey times by road between Wisbech, the Fens and the wider national highway network
A605 King's Dyke level crossing replacement	Highway improvement and level crossing replacement	Severe traffic congestion and safety issues caused by the King's Dyke level crossing
Central March cycle bridge	New cycle bridge in the centre of March	Poor quality walking and cycling provision within March

Wider Regional Objectives	Timescale	Delivery partners	Status
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	2026-30	Network Rail	Commitment to fund GRIP 3 study and outline business case.
<p>Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues</p> <p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports</p>	Guyhirn junction upgrade by 2021; dualling of the route by 2026-30	Highways England	Subject to scheme development, business case and funding
<p>Connect all new and existing communities sustainably so all residents can easily access a good job within 30 minutes, spreading the region's prosperity</p> <p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p> <p>Build a resilient and adaptive network that is less susceptible to human and environmental disruption, improving journey time reliability</p>	Pre-2021	Network Rail Cambridgeshire County Council	Committed
<p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p> <p>Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>	TBC	Cambridgeshire County Council	Subject to scheme development, business case and funding

Project	Description	Local Issues Addressed
March Access Package	<p>Package of measures to increase capacity and improve accessibility to March including the March Northern Link Road and junction improvements at:</p> <ul style="list-style-type: none"> × Station Road / Broad Street ; × High Street / St Peter's Road; × A141 / Burrowmoor Road; × A141 / Gaul Road; × A141 / B1099; × A141 / Hostmoor Avenue 	<p>Major development within March</p> <p>Local traffic congestion</p>
Regeneration of Fenland railway stations – March, Manea and Whittlesea	<p>A package of improvements, including platform lengthening, with the aim of encouraging rail travel and allowing longer trains with greater capacity to call at these stations.</p>	<p>Poor quality passenger facilities at March, Manea and Whittlesea stations</p>
Wisbech Access Study package	<p>Study investigating the feasibility of a package of individual transport schemes that aim to improve the transport network in Wisbech. Includes the following schemes:</p> <ul style="list-style-type: none"> × New Bridge Lane/Cromwell Road Signals × A47/Cromwell Road roundabout upgrade × A47/Elm High Road roundabout improvements × Relocated A47/Elm High Road roundabout × Weasenham Lane junction improvement × Weasenham Lane/Elm High Road roundabout × Freedom Bridge Roundabout Improvements × Wisbech Bus Station including new access × Link road between the B198 South Brink / Cromwell Road and the B1169 Dowgate Road / A1101 Leverington Road, including a new bridge crossing the River Nene × Western link Road – Northern section × Western link Road – Southern section × Southern Access Road × A47/Broad End Road Roundabout 	<p>Major development within Wisbech, including the proposed Wisbech Garden Town</p> <p>Local traffic congestion within Wisbech</p>
Wisbech Garden Town feasibility studies	<p>Under plans set out in the Wisbech 2020 initiative, Fenland District Council and Cambridgeshire County Council are developing the Garden Town to reduce population pressure on Cambridge. In June 2017, the Cambridgeshire and Peterborough Combined Authority provided funding for feasibility studies: Connectivity Study, Flood Modelling, and Rail Study.</p>	<p>Proposed major development at Wisbech Garden Town</p>

Wider Regional Objectives	Timescale	Delivery partners	Status
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	Pre-2021 initial improvements other measures TBC	Cambridgeshire County Council	Commitment to fund study
Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	Pre-2021	Network Rail	Costed but not yet committed
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	2021-25	Cambridgeshire County Council	Commitment to fund study
Connect all new and existing communities sustainably so all residents can easily access a good job, spreading the region's prosperity			
Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	2021-25	•Cambridgeshire County Council Local developers	Committed

Appendix B: Glossary of terms

Term	Description	Term	Description
Active travel	Using your own power to travel, such as cycling and walking. It also includes walking or cycling as part of a longer journey	CMO	Chief Medical Officer. The UK government's principal medical adviser and the professional head of all directors of public health in local government.
AQAP	Air Quality Action Plan, developed when an area isn't meeting Defra's air quality objectives, and sets out a plan for better achieving these objectives.	CNFE	Cambridge Northern Fringe East. A significant new development planned on the fringes of Cambridge City.
AQMA	Air Quality Management Area. An area where it is unlikely that the national air quality objectives, as set by DEFRA, will be achieved.	Combined Authority	A combined authority is a legal structure that enables two or more local authorities to collaborate and make collective decisions across council boundaries.
BAME	Black, Asian and Minority Ethnic people and/or households	Connected and Autonomous Vehicles (CAVs)	Vehicles, also referred to as driverless cars, which incorporate a range of technologies allowing them to communicate with and draw information from their environment to enable the safe, efficient movement of people and goods.
BRT	Bus Rapid Transit, a bus-based public transport system designed to improve capacity and reliability relative to a conventional bus system.	CPCA	Cambridgeshire and Peterborough Combined Authority, established on the 3rd of March 2017 under devolution from central government.
CAM	Cambridge Autonomous Metro, a high-capacity public transport system designed to deliver transformative improvements to connectivity in Cambridgeshire.	CPIEC	Cambridgeshire and Peterborough Independent Economic Commission, a body that has been established to deliver the CPIER.
Car dependency	Reliance on cars to get around, whether through habit, because street environments have been planned around car use, or because walking, cycling and public transport alternatives are not available or appealing.	CPIER	The Cambridgeshire and Peterborough Independent Economic Review, published on the 14th of October 2018.
Car sharing	Cars that are not owned by the people who use them to travel. This includes car clubs, taxis and private hire vehicles.	CPRSP	Cambridgeshire and Peterborough Road Safety Partnership, aiming to prevent all road deaths across Cambridgeshire and Peterborough.
Carbon footprint	The total greenhouse gas emissions caused directly and indirectly by an individual, organisation, event or product, expressed as a carbon dioxide equivalent.	DEFRA	Department for Environment, Food and Rural Affairs. The UK government department responsible for safeguarding the natural environment, supporting the food and farming industry, and sustaining a thriving rural economy.
CCG	Clinical Commissioning Group, responsible for implementing the commissioning roles as set out in the Health and Social Care Act 2012.	DNO	Distribution Network Operator. A company licenced to distribute electricity in the UK.
CIA	Community Impact Assessment. A tool used to ensure the policies, practices, projects and activities which shape the work of a council are ensuring equal access to all services.	DRT	Demand Responsive Transport, a form of transport where vehicles alter their routes based on particular transport demand rather than using a fixed route or timetable.
C-ITS	Cooperative Intelligent Transport Systems, which will allow road users and traffic managers to share information and use it to coordinate their actions.	ECML	East Coast Main Line. Major railway line running largely along the East Coast from London to Edinburgh.

Term	Description	Term	Description
EHCP	Education, Health and Care Plan. A legal document which describes a child or young person's special educational needs, the support they need, and the outcomes they would like to achieve.	LCWIP	Local Cycling and Walking Infrastructure Plan, a long-term approach to developing local cycling and walking networks over a ten-year period
Electric vehicle	A vehicle that uses an electric motor for propulsion, comprising ones that run solely on batteries, as well as plug-in hybrid electric vehicles that have an attached petrol or diesel engine to power the battery engine.	Light rail	A form of urban rail transport which operates at a higher capacity to a tramway, often on an exclusive right of way, and serving parts of a large metropolitan area.
EqlA	Equality Impact Assessment, a process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people.	Local Authority	A local government organisation. In England there may be either one or two tiers of local government. A two-tier structure includes a County Council as the upper tier and a District Council as the lower tier. Local Authority responsibilities include strategic land use planning, and highways and transport.
FACT	Fenland Association for Community Transport. A not-for-profit organisation serving the Fenland Area of Cambridgeshire to people who have difficulties using conventional modes of transport.	Local Enterprise Partnership	Cooperation between a number of stakeholders including local authorities' business and education sectors with the joint aim of promoting economic growth in an area, focusing on housing, planning and transport.
GCP	Greater Cambridge Partnership, the local delivery body for a City Deal with central Government.	Local Plan	A statutory planning document which sets out the vision and framework for future development within a Local Planning Authority area. It addresses housing, economy, community and infrastructure and is used as a tool to guide decisions about development proposals
GINI	The most commonly used measurement of national inequality.	LTP	Local Transport Plan. A statutory document which sets out the objectives and programme for improving the transport network.
Greenhouse gas	A gas which absorbs solar radiation contributing to the greenhouse effect which leads to global warming and climate change.	MaaS	Mobility as a Service. A shift away from privately owned vehicles towards a model where different transport modes are consumed as an on-demand service through a single (online) platform. For example, the concept of paying for a weekly travel pass that includes bike hire, car hire, bus and train travel.
GVA	The value of goods and services produced in an area, industry or sector of an economy.	Mass transit	A form of public transport to satisfy higher potential trip demand, featuring limited stops, high capacity and attractive, reliable journey times. It is usually rail based, such as trams or light rail above ground, or underground trains.
HGV	Heavy Goods Vehicle. A large heavy vehicle generally used for transporting freight.	MHCLG	Ministry of Housing, Communities and Local Government. Creates places to live and work, and to give more power to local people to shape what happens in their area.
HIA	Health Impact Assessment, a series of procedures by which the impact of an intervention or policy may have on the health of a population is measured.		
HRA	Habitats Regulation Assessment, which assesses whether plans will have the potential to cause an impact on protected areas.		
Hub	A place of transport interchange providing easy access to the whole transport network with cycle parking, taxi call points and access to car club vehicles, drop off points and at larger locations park and ride facilities.		
IER	Independent Economic Review		
Killed or Seriously Injured	A standard metric used to measure levels of road safety.		

Term	Description	Term	Description
MITSS	Mayor's Interim Transport Strategy Statement. A summary of the Cambridgeshire and Peterborough Local Transport Plans, enacted whilst the Combined Authority's first Local Transport Plan is being developed.	Park and Ride	A system for reducing urban traffic congestion, in which drivers leave their cars in car parks on the outskirts of a city and travel to the city centre on public transport.
MLEI	Mobilising Local Energy Investment. A project aiming to attract more energy investment and infrastructure delivery into Cambridgeshire.	PCC	Peterborough City Council
Mode share	The relative use of each mode of transport.	PHE	Public Health England. Responsible for protecting the nation's health and wellbeing, and reducing health inequalities.
Mode shift	A percentage change in the use of different transport modes. When one transport mode becomes more advantageous than another over the same route or market, a modal shift is likely to take place.	PM	Particulate Matter. A complex mixture of small material and liquid droplets which have the potential to cause significant health issues.
MRN	Major Road Network, a classification of Local Authority roads in England	Powered Two Wheeler	A vehicle that runs on two wheels and uses a form of power other than human effort. Examples include motorbikes, mopeds and electric scooters.
NEPTS	Non-emergency patient transport services. A free transport service provided to patients who have a specific medical need and are attending healthcare services.	PRM	Persons with Reduced Mobility
NHS	National Health Service	PSVAR	UK Public Service Vehicles Accessibility Requirements. Requires that new vehicles carrying 22 passengers or more have facilities such as low floor boarding devices, space for wheelchair users, highlighting of steps, handrails for visually impaired people and priority seating.
NHT	National Highways and Transport. The leading performance improvement organisation which provides a range of benchmarking services for the Highways and Transport sector.	Public realm	Publicly accessible space between and within buildings, including streets, squares, forecourts, parks and open spaces.
NICE	National Institute for Clinical Excellence. Provides national guidance and advice to improve health and social care.	RPI	Retail Prices Index, a measure of inflation published monthly by the Office for National Statistics
NOx	A generic term for the nitrogen oxides that are most relevant for air pollution, namely nitric oxide (NO) and nitrogen dioxide (NO ₂). NOX gases are produced during the combustion of hydrocarbon fuels in diesel and petrol-powered vehicles. In areas of high motor vehicle traffic, NOX can be a significant source of air pollution.	SEA	Strategic Environmental Assessment, a decision support process which ensures that environmental and sustainability aspects are considered effectively in policy, plan and program making.
NSSF	Non-statutory spatial framework, which will act as a framework for future planning across Cambridgeshire and Peterborough	SPD	Supplementary Planning Document, provides more detailed guidance about policies in the Local Plan
NSSP	Non-statutory spatial plan, which will act as a framework for future planning across Cambridgeshire and Peterborough	SRN	Strategic Road Network, motorways and the most significant trunk roads in end and, which are managed by Highways England
OECD	Organisation for Economic Cooperation and Development, a forum where the governments of democracies with market economies collaborate	Sustainable transport	Forms of transport which have lower environmental impact than single occupancy car use. It includes walking, cycling, public transport, Park & Ride, and car-sharing.

Term	Description
TEN-T	Trans European Network (Transport). Aims to build a transport network that facilitates the flow of goods and people between EU countries.
TFL	Transport for London, the body in charge of delivering transport services in Greater London
TIP	Transport Investment Plan, sets out the transport infrastructure, services and initiatives that are required to support the growth of a region.
Trip	A one-way movement from one place to another to achieve a single main purpose. Trips may be further sub-divided into journey stages.
Ultra Low Emission Vehicle	Vehicles that use low carbon technologies, fuelled by electricity or hydrogen, to reduce the amount of pollutants emitted. They commonly have rechargeable batteries which are used to store energy
Urban realm	The area between building alignments, including public spaces next to streets. Streets make up the greatest part of the urban realm in most cities.
Vision Zero	An approach to road danger reduction that works towards the elimination of road traffic deaths and serious injuries by reducing the dominance of motor vehicles.
WHO	World Health Organisation. Leads international health within the United Nations system.

