

Cambridgeshire and Peterborough Combined Authority Local Transport Plan

SEA - Environmental Report
Appendix A - LTP Policies and Projects

May 2019

Cambridgeshire and
Peterborough Combined
Authority

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A. LTP Policies and Projects

A.1 LTP Policies

The Cambridgeshire and Peterborough Combined Authority Local Transport Plan (LTP) policies are presented in Table 1. There are ten LTP objectives under which 22 of the policies are structured. The remainder of the policy themes are transport mode specific and are therefore structured under Modal Policies. The objectives are as follows:

- Objective 1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues
- Objective 2: Connect all new and existing communities sustainably so all residents can easily access a good job, spreading the region's prosperity
- Objective 3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports
- Objective 4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability
- Objective 5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries
- Objective 6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
- Objective 7: Provide 'healthy streets' and high-quality public realm that puts people first and promotes active lifestyles
- Objective 8: Ensure transport initiatives improve air quality across the region to exceed good practice standards
- Objective 9: Deliver a transport network that protects and enhances our natural, historic and built environments
- Objective 10: Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change

Table 1: LTP Policies

Policy Themes	Policies
Objective 1: Support new housing and development to accommodate a growing population and workforce, and address housing affordability issues	
Policy theme 1.1: Enabling development	Policy 1.1.1: Deliver strategic transport and complementary connectivity infrastructure
	Policy 1.1.2: Early engagement with developers
	Policy 1.1.3: Secure developer contributions for strategic and local infrastructure
Objective 2: Connect all new and existing communities sustainably so all residents can easily access a good job, spreading the region's prosperity	
Policy theme 2.1 Connecting developments sustainably	Policy 2.1.1: Support the provision of sustainable connectivity to and within developments
	Policy 2.1.2: Ensure developers provide sufficient transport infrastructure capacity to support and meet all the necessary requirements arising from their proposed development
	Policy 2.1.3: The design of parking (see also policy theme 19)
Policy theme 2.2: Expanding labour markets	Policy 2.2.1: Support measures to reduce peak demand on the highway network
	Policy 2.2.2: Improve the accessibility and connectivity of our public transport links to expand our labour market catchments
	Policy 2.2.3: Invest in our highway network to improve accessibility
Objective 3: Ensure all of our region's businesses and tourist attractions are connected sustainably to our main transport hubs, ports and airports	
Policy theme 3.1: Accessing ports and airports	Policy 3.1.1: Support improvements to our transport infrastructure to enable efficient access for freight travelling to Felixstowe and Harwich, particularly by rail
	Policy 3.1.2: Support improved road and rail connectivity to nearby airports, in particular at Stansted
	Policy 3.1.3: Support the region's visitor economy through efficient passenger connectivity at Harwich
	Policy 3.1.4: Work in partnership with port and airport operators to encourage sustainable commuting patterns to their sites for workers commuting from within the Combined Authority
Policy theme 3.2: Supporting the local visitor economy	Policy 3.2.1: Improving connectivity to international gateways and larger centres
	Policy 3.2.2: Delivering an integrated transport network navigable by passenger who are visiting the region for the first time
	Policy 3.2.3: Delivering sustainable transport connectivity to tourist destinations in rural areas
	Policy 3.2.4: Providing sufficient space and appropriate infrastructure for coach services to manage the impacts of day visitors on our highway and parking infrastructure
Policy theme 3.3: Supporting business clusters	Policy 3.3.1: Invest in our rail and highway networks to allow our firms, organisations and workers to trade and travel easily across the country and abroad
	Policy 3.3.2: Improve local connectivity to bring firms and organisations in our towns and cities closer together
Policy theme 3.4: Freight	Policy 3.4.1: Promoting rail freight
	Policy 3.4.2: Promoting and enforcing appropriate Heavy Commercial Vehicle routing
	Policy 3.4.3: Promoting sustainable urban freight distribution
	Policy 3.4.4: Improving road freight facilities
	Policy 3.4.5: Supporting efficient air freight and the aviation sector
Objective 4: Build a transport network that is resilient and adaptive to human and environmental disruption, improving journey time reliability	

Policy Themes	Policies
Policy theme 4.1: Building a resilient and adaptive transport network to climate change	<p>Policy 4.1.1: Managing the risks to the transport network presented by climate change</p> <p>Policy 4.1.2: Sustainable road network maintenance</p> <p>Policy 4.1.3: Utilising proven technologies as they become available to help the transport network adapt to the challenges presented by climate change</p>
Policy theme 4.2: Maintaining and managing the transport network	<p>Policy 4.2.1: Investigating the feasibility of harmonising highways and transport asset maintenance standards and performance indicators</p> <p>Policy 4.2.2: Supporting highway authorities in minimising the whole life costs of the highway</p> <p>Policy 4.2.3 Addressing the challenges of climate change and enhancing our communities and environment</p>
Objective 5: Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries	
Policy theme 5.1: Safety for all – a safe systems approach	<p>Policy 5.1.1: A multi-agency approach to improving road safety</p> <p>Policy 5.1.2: Continuous and comprehensive monitoring and evaluation of key road safety indicators</p> <p>Policy 5.1.3: Support improvement in road user behaviour through education, training and publicity programmes</p> <p>Policy 5.1.4: Adoption of the Safe System Approach into the mainstream of highway engineering</p>
Policy theme 5.2 Ensuring transport security	<p>Policy 5.2.1: Addressing personal safety and security issues</p> <p>Policy 5.2.2 Improving the security of public transport stops, stations and hubs</p>
Objective 6: Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all	
Policy theme 6.1: Transport accessibility for all	<p>Policy 6.1.1: Supporting and promoting demand-responsive community transport services</p> <p>Policy 6.1.2: Facilitating access to education and wider mobility for vulnerable children</p> <p>Policy 6.1.3: Improving the accessibility of transport infrastructure</p> <p>Policy 6.1.4: Promoting the provision of accessible transport information</p> <p>Policy 6.1.5: Optimise the use of new technologies in improving accessibility</p>
Policy theme 6.2: Transport pricing and affordability	<p>Policy 6.2.1: Improve our public transport to provide an affordable alternative to the car</p> <p>Policy 6.2.2: Improve the affordability of travelling by bus and rail</p>
Policy theme 6.3: Access to education and key services	<p>Policy 6.3.1: Access to education</p> <p>Policy 6.3.2: Access to non-emergency healthcare and other key services</p> <p>Policy 6.3.3: Digital inclusion</p>
Policy theme 6.4: The future of mobility	<p>Policy 6.4.1: Promote and support research, innovation and engagement work undertaken by Smart Cambridge</p> <p>Policy 6.4.2: Provide the infrastructure which will enable the uptake and optimisation of new transport and digital connectivity technologies</p> <p>Policy 6.4.3: Guiding the development of a regulatory framework under which new transport technology providers operate</p>
Objective 7: Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles	
Policy theme 7.1: Public rights of way and waterways	<p>Policy 7.1.1: Align policies for Public Rights of Way across Cambridgeshire and Peterborough</p> <p>Policy 7.1.2: Improve access to the green spaces for all</p> <p>Policy 7.1.3: Develop a network which is safe and encourages healthy activities</p> <p>Policy 7.1.4: Ensure new development is integrated into the Public Rights of Way network without damaging the countryside</p>

Policy Themes	Policies
	Policy 7.1.5: Ensure high quality, definitive information, maps and records are available on the network
	Policy 7.1.6: Ensure the network is complete to meet the needs of today's users and land managers
	Policy 7.1.7: Support better land and waterway management
Policy theme 7.2: Promoting and raising awareness of sustainable transport options	Policy 7.2.1: 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
	Policy 7.2.2: Ensure the adoption and enforcement of local travel plan guidance, for new planning applications
	Policy 7.2.3: Promote existing and new walking and cycling routes to commuters and residents
	Policy 7.2.4: Continue to promote cycle training in schools and for adults
	Policy 7.2.5: Improve availability, type and quality of information on sustainable modes ensuring health and air quality benefits are emphasised
Policy theme 7.3: Supporting and promoting health and wellbeing	Policy 7.3.1: Reducing physical inactivity through active travel infrastructure, education, training and promotion
	Policy 7.3.2: Reducing air pollution through supporting zero and low emissions transport options and developing green infrastructure
	Policy 7.3.3: Improving street scene / public realm to improve safety
	Policy 7.3.4: Increasing ability to access health care and leisure facilities / amenities
	Policy 7.3.5: Increasing ability to access to wider opportunities - employment, social activities
Objective 8: Ensure transport initiatives improve air quality across the region to exceed good practice standards	
Policy theme 8.1: Improving air quality	Policy 8.1.1: Reducing vehicle emissions
	Policy 8.1.2: Keeping emissions low in the future
	Policy 8.1.3: Improving public health
Objective 9: Deliver a transport network that protects and enhances our natural, historic and built environments	
Policy theme 9.1: Protecting our natural environment	Policy 9.1.1: Protection and enhancement of the natural environment
	Policy 9.1.2: Improving sustainable access to the natural environment
	Policy 9.1.3: Delivering green infrastructure
Policy theme 9.2: Enhancing our built environments and protecting our historic environments	Policy 9.2.1: Support to enhance our built environment and protect our historic environment
Objective 10: Reduce emissions to as close to zero as possible to minimise the impact of transport and travel on climate change	
Policy theme 10.1: Reducing the carbon emissions from travel	Policy 10.1.1: Utilising new technologies as they become available to minimise the environmental impacts of transport
	Policy 10.1.2: Managing and reducing transport emissions
	Policy 10.1.3: Encouraging and enabling sustainable alternatives to the private car including reducing the need to travel
Modal Policies	
Policy theme 11: Walking	Policy 11.1: Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns

Policy Themes	Policies
Policy theme 12: Cycling	<p>Policy 12.1: Enhance and expand the existing cycle networks in Cambridge and Peterborough and develop or improve cycling links to the surrounding settlements.</p> <p>Policy 12.2: Enhance the cycle network within market towns with high quality links to key destinations and in rural areas provide cycle routes which connect to public transport hubs as well as key destinations such as major employment sites and secondary schools.</p> <p>Policy 12.3: Ensure that cycle parking is secure, conveniently located and meets demand</p> <p>Policy 12.4: Ensure that new developments provide a high-quality cycling environment as well as linkages into the existing cycle network and new links to key destinations where needed</p> <p>Policy 12.5: Promote cycling as a healthy, convenient and environmentally friendly mode of transport to residents, businesses and visitors</p>
Policy theme 13: Delivering a seamless public transport system	<p>Policy 13.1: Explore new methods of ticketing to improve the ease and affordability of travel, including across transport modes and operators</p> <p>Policy 13.2: Improve journey information to maximise the ease of travelling by public transport</p> <p>Policy 13.3: Support the delivery of new and improved integrated, multi-modal transport hubs</p> <p>Policy 13.4: Support additional Park and Ride provision, in conjunction with CAM, where fully integrated into local transport networks</p>
Policy theme 14: Rural transport services	<p>Policy 14.1: Explore different mechanisms to help deliver a more integrated, coherent rural transport network, in collaboration with operators, local councils, communities and stakeholders</p> <p>Policy 14.2: Work with operators to develop a frequent, attractive rural bus network, forming the backbone of the rural public transport network</p> <p>Policy 14.3: Support local community transport, fully integrated into the rural public transport network, for communities not served by the bus or rail network</p>
Policy theme 15: Improving public transport in our towns and cities	<p>Policy 15.1: 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</p> <p>Policy 15.2: Deliver transformational mass transit within our cities to support growth and deliver a step-change in accessibility</p> <p>Policy 15.3: Support measures to better manage demand for road space following the provision of high-quality public transport infrastructure</p>
Policy theme 16: Travelling by coach	<p>Policy 16.1: Providing sufficient space and appropriate infrastructure for coach services</p> <p>Policy 16.2: Integrating coach services with wider public transport and highway networks</p>
Policy theme 17: Travelling by train	<p>Policy 17.1: Support measures to deliver a more reliable, integrated, passenger-friendly rail network</p> <p>Policy 17.2: Facilitate improvements to our rail stations to improve the experience of travelling by train</p> <p>Policy 17.3: Explore options to expand the rail network to link to new settlements, corridors and growth areas</p> <p>Policy 17.4: Support frequency and journey time enhancements on our rural and intercity rail links to improve connectivity and capacity</p>
Policy theme 18: The local road network	<p>Policy 18.1: Identifying a Key Road Network</p> <p>Policy 18.2: Promoting more efficient use of the existing network</p> <p>Policy 18.3: Aligning approaches to management and maintenance</p>
Policy theme 19: Parking	<p>Policy 19.1: The design of parking and parking standards</p> <p>Policy 19.2: Managing parking demand</p> <p>Policy 19.3: Parking technology and implications of disruptive technology</p> <p>Policy 20.1: Improve our highway network to alleviate congestion, improve reliability and enhance our region's accessibility</p>

Policy Themes	Policies
Policy theme 20: Making long-distance journeys by car	Policy 20.2: Develop new road corridors where required to support development and housing growth
	Policy 20.3: Support improvements on regional and national corridors to improve accessibility to the rest of the UK and abroad

Source: Steer

A.2 LTP Projects

The projects included in the Cambridgeshire and Peterborough Combined Authority LTP are presented in Table 2 to Table 6 below based on geographical location.

Table 2: Projects in Peterborough

Project	Description
A47 Junction 18 improvements	Capacity enhancements, refurbishment and renewal of existing footbridges, and new signalised crossings for pedestrians and cyclists
A1139 Fletton Parkway Junction 3 – 3A	Carriageway widening to three lanes in each direction over East Coast Main Line
A1139 Fletton Parkway Junction 3	Capacity enhancements at junction, including full signalisation and/or widening of A1139 off-slips
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
A1260 Nene Parkway Junction 15	Capacity enhancements at junction, scope to be defined
A15 Paston Parkway Junction 22 to Glinton Roundabout	Dualling of the A15 between these Junction 22 and the Glinton Roundabout and associated junction improvements
Eastern Industries Fengate Capacity and Parnwell Way	Improvements to existing roads and junctions, a new link road between Eyebury Rd and Eye Rd, and potential dualling of Parnwell Way
Stanground Access	Improvements to the A605 / B1095 junction
Stanground Bypass Dualling	Dualling of the eastern end of the Stanground Bypass
Stanground Fire Station Junction	Junction improvements
North Westgate Redevelopment	Highway improvements are still being determined and these will be developed as part of the master planning process
Midgate, Broadway and Northminster public realm improvements	Completion of public realm improvements, including new paving, lighting and street furniture, within Peterborough city centre
Fletton Quays New Footbridge	Provision of a new footbridge across the River Nene between Fletton Quays and the Embankment
A47 Wansford to Sutton	Dualling of the A47 between Wansford and Sutton, and associated junction improvements at the Wansford / A1 roundabouts
A1 Wittering Improvement	New bridge and junction improvements to improve road safety and access to Wittering village
A47 corridor improvement programme	Capacity improvements to A47 corridor, with the long-term aspiration of dualling the route throughout
A16 Norwood Dualling	Dualling from Norwood to South Lincolnshire (Spalding)
Werrington Dive Under	New grade-separated railway junction north of Peterborough to provide additional rail freight capacity
Huntingdon to Peterborough Four Tracking	Reinstating four tracks from Huntingdon to Peterborough along the East Coast Main line to provide additional capacity
Queensgate Bus Interchange	Improvements to the bus interchange and better links with the railway station
A605 Oundle Road Widening - Alwalton to Lynch Wood Business Park	Provide additional lanes inbound to Lynch Wood Business Park and accompanying junction improvements
Crescent Bridge Pedestrian and Cycle Bridge	New cycle bridge across railway adjoining western side of Crescent Bridge
Frank Perkins Parkway Junction 4 - 5 widening	Widening of Parkway to three lanes in each direction
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

Project	Description
Closure of level crossings	Improvements to safety and journey times
Peterborough Rail Station Western Access	New entrance to Peterborough station to serve the western side of the city
Sustainable Travel Improvements	Promoting sustainable travel and infrastructure improvements in Peterborough

Source: Steer

Table 3: Projects in Greater Cambridge

Project	Description
Cambridge Autonomous Metro (CAM) including segregated public transport corridors from Cambridge to Cambourne, Granta Park, Cambridge East and Waterbeach, and accompanying Park-and-Ride sites, 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, including Cambridge city centre, the Cambridge Biomedical Campus and the Cambridge Science Park. Services will operate in tunnels under Central Cambridge, ensuring services are highly reliable and unaffected by traffic congestion. First phases of the network will include segregated public transport corridors between Cambridge and Cambourne, Granta Park and Waterbeach, as currently being developed by the Greater Cambridge Partnership
A10 Ely to Cambridge Capacity Improvements	Dualling of the A10 (either completely, or at particular sections), improvements to the A14/A10 Milton interchange and walking and cycling enhancements, to increase capacity and support proposed housing development at Waterbeach.
Cambridge South Station	Delivery of a new station at Cambridge South, neighbouring the Cambridge Biomedical Campus, including four-tracking and associated junction improvements
Ely North Junction Rail Improvements	Junction upgrade at Ely North to enable additional freight and passenger trains
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
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
M11 'smart motorway'	Upgrade of the M11 to the west of Cambridge to three-lane 'smart motorway' standard
Additional M11 Park and Ride capacity	Additional Park-and-Ride capacity near Junction 11 of the M11, either through expansion of the existing Trumpington site or a new site at Hauxton
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
Wider Cambridgeshire Cycling Interventions	Local cycling improvements across Cambridgeshire (outside the Greenway network)
Choices for Better Journeys	Greater Cambridge Partnership are seeking the public's views on a number of potential measures to assist in tackling congestion, including: More widespread traffic management, including restricting access for cars to specific roads or areas at busy times and/or charging motor vehicles to drive into and around Cambridge at peak times Parking controls, for example reducing parking availability or increasing charges A workplace parking levy A pollution charge
A10 Foxton Level Crossing	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
A505 Corridor Study	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

Project	Description
Milton and Histon Road Improvements	Redesign and roadspace reallocation along Milton and Histon Roads in Cambridge, to provide more attractive, safer cycling infrastructure and faster, more reliable bus services.
Mill Road Railway Bridge Widening	Widen existing bridge or new cycle bridge.
Jesus Green Lock	Upgrades to cycling routes and resolve crossing (new bridge) in the vicinity of Jesus Green Lock existing pedestrian bridge
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.
Longstanton Park and Ride Expansion	Expansion of Longstanton Park and Ride to 1,000 spaces .
Newmarket to Cambridge Track Doubling	Additional passing loops or double tracking to enable half-hourly services between Cambridge, Newmarket and Ipswich.
Electricification 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.
Riverside Improvements Phase 2 between Priory Road and Stourbridge Common	Public realm improvements.
Rural Travel Hubs	Bespoke rural transport interchanges to better connect residents in South Cambridgeshire with public transport and cycling/walking routes.
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.
East Cambridge - Better Public Transport	<p>Proposals for high quality public transport, walking and cycling on the East Cambridge corridor, aligned with CAM, including:</p> <p>Newmarket Road to Cambridge Science Park Station Busway</p> <p>Newmarket Road Bus Priority (High quality on-line bus priority and segregated busway measures along the length of Newmarket Road, between the junction with East Road/Elizabeth Way and the junction with Airport Way)</p> <p>Relocation of Newmarket Road P&R site to Airport Way and expansion to 2,500 spaces</p> <p>Ring Road bus priority Addenbrooke's to Newmarket Road (Online high-quality bus priority on the ring road connecting Addenbrooke's to Newmarket Road by way of Fendon Road, Mowbray Road, Perne Road, Brook's Road and Coldham's Lane)</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.
Girton Interchange Improvements	Improvements to Girton Interchange.
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>
Mitigation of Local Impacts of Waterbeach Development	Package of schemes to mitigate development impacts. Includes Wider Waterbeach pedestrian / cycle network.

Source: Steer

Table 4: Projects in Huntingdonshire

Project	Description
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
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.
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.
A1 Buckden roundabout capacity and safety improvements	Local capacity improvements to accommodate increased demand and improve road safety
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
A141 capacity enhancements around Huntingdon	Junction capacity enhancements on the A141 Huntingdon northern bypass at the following locations: <ul style="list-style-type: none"> • Ermine Street • Washingley Road • St Peter's Road • A1123 Huntingdon Road / B1514 Main Street • B1090 Sawtry Way Also includes A141 capacity improvements between the B1090 Sawtry Way junction and the A141 future Huntingdon Bypass alignment if needed.
Alconbury Weald travel hub	A travel hub to the west / centre of the Alconbury Weald / Enterprise Zone site to better serve the new development
High quality bus infrastructure linking Alconbury Weald to Huntingdon	A high-quality bus corridor providing quick and reliable journeys between the Enterprise Zone at Alconbury and Huntingdon town centre / station.
Safeguarding of a future A141 northern Huntingdon bypass alignment	Safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass.
A1096 capacity enhancements around St Ives	Junction capacity enhancements on the A1096 around St Ives at the following locations: <ul style="list-style-type: none"> • Low Road • Busway • Meadow Lane • Compass Point
Wider Huntingdon and St Ives area pedestrian/cycle network	Improvements to the walking and cycling network within Huntingdonshire
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.
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.
Huntingdon Third River Crossing	Feasibility and preliminary work on major strategic new river crossing to support growth to the north of the Great Ouse

Project	Description
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.
St Neots northern link to Little Paxton	New highway link to the north of St Neots
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.

Source: Steer

Table 5: Projects in East Cambridgeshire

Project	Description
A10 Ely to Cambridge Capacity Improvements	Dualling of the A10 (either completely, or at particular sections), improvements to the A14/A10 Milton interchange and walking and cycling enhancements, to increase capacity and support proposed housing development at Waterbeach
Ely North Junction Rail Improvements	Junction upgrade at Ely North to enable additional freight and passenger trains
A10/A142 and Lancaster Way Roundabout Improvements	Increasing the capacity of the A10/A142 and Lancaster Way roundabouts, supporting development at Grovemere and Lancaster way Business Parks.
Dualling of the A10 between the A142 Witchford Road and the A142 Angel Drove	Dualling of the A10 to provide additional capacity and mitigate development impacts
A142 capacity and safety improvements	Local capacity and safety improvements on the A142 between Ely and Chatteris
Bus access to North Ely development	Measures to provide reliable and timely bus links to the new North Ely development
East Cambridgeshire Walking and Cycling Improvements	Improvements to the walking and cycling network within East Cambridgeshire, including: <ul style="list-style-type: none"> • Soham to Ely cycle route (via Stuntney) • Soham to Wicken Fen cycle route • Foot/cycle path extensions in Little Thetford • Quay 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
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.
Soham station	Construction of a new railway station at Soham, served by Ipswich to Peterborough rail services
Ely to Soham track doubling	Doubling the track between Ely and Soham, facilitating additional passenger and freight services
Newmarket West Chord	New chord to enable direct services between Soham, Newmarket and Cambridge
Queen Adelaide Road study	Scheme to mitigate the journey time and safety impacts of increased periods of level crossing closures
Improved parking and interchange facilities at Ely station	Improved parking and interchange facilities at Ely station
Improved parking and access facilities at Littleport station	Additional car and cycle parking, improved access for all users
A14 junction 37 and 38 improvements	Joint study with Suffolk County Council and Forest Heath District Council to assess demand and options for all movements junctions to increase capacity.

Source: Steer

Table 6: Projects in Fenland

Project	Description
Wisbech Rail Link	Reopening of the railway line between March and Wisbech, with direct services from Wisbech to Ely and Cambridge
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
A605 King's Dyke level crossing replacement	Highway improvement and level crossing replacement
Central March cycle bridge	New cycle bridge in the centre of March
March Access Package	Package of measures to increase capacity and improve accessibility to March including the March Northern Link Road and junction improvements at: <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
Regeneration of Fenland railway stations – March, Manea and Whittlesea	A package of improvements to upgrade railway stations in Fenland
Wisbech Access study package	Package of individual transport schemes that aim to improve the transport network in Wisbech. Includes the following schemes: <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
Wisbech Garden Town feasibility studies	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.

Source: Steer

