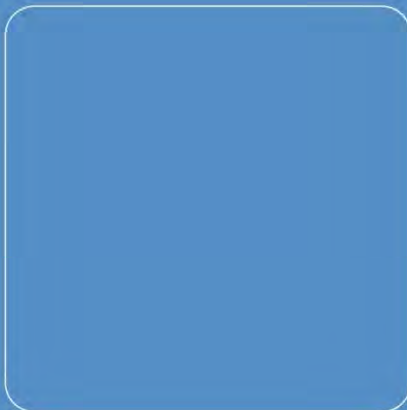


**LOCAL PLAN EXAMINATION
TRANSPORT STATEMENT**

**IN RESPECT OF:
HUNTINGDONSHIRE DISTRICT COUNCIL
LOCAL PLAN 2011 – 2036**

**MATTER 8 – PROPOSED SITE ALLOCATIONS
(ST. IVES SPATIAL AREA)
HLP2036-PS:442**

**ON BEHALF OF
THE ABBEY GROUP CAMBRIDGESHIRE LTD**



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24 August 2018

Our Ref: SRD/adf/JNY9215-02a

RPS

140 London Wall
London
EC2Y 5DN

Tel: 020 7280 3300

Email: rpslp@rpsgroup.com

QUALITY MANAGEMENT

Prepared by:	Shelley Dix
Authorised by:	Shelley Dix
Date:	24 August 2018
Project Number/Document Reference:	JNY9215-02a

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1 INTRODUCTION

Introduction

- 1.1 This Transport Statement has been prepared on behalf of The Abbey Group Cambridgeshire Limited to support their submissions made with respect to the Huntingdonshire Local Plan with regard to their interests at St. Ives North.
- 1.2 An indicative Masterplan has been developed and this has been provided to the Council in response to previous iterations of the Housing and Employment Land Availability Assessments. This is included at **Appendix 1**.
- 1.3 The masterplan demonstrates how a high quality scheme of up to 1,500 dwellings together with employment, education, commercial uses and a local retail centre could be developed at this site. It would provide a logical expansion of St Ives in an area that is significantly less constrained than other greenfield locations on the edge of the town.
- 1.4 This land lies to the north of the existing settlement of St Ives and is currently farmland.
- 1.5 This Statement has been prepared in relation to Matter 8, the proposed allocations and in the context of the spatial strategy for St Ives. It has been provided in response to the traffic modelling that has been released for review as part of the Local Plan Examination. In this context this report considers the Huntingdonshire Housing and Economic Land Availability Assessment (HELAA) December 2017, the Huntingdonshire Strategic Transport Model and supporting modelling data.
- 1.6 The report therefore considers the opportunities for access to the Land North of St. Ives and the likely overall impact of the development on the local highway network. Consideration is also given to the opportunities for sustainable travel to and from this location in the context of the impact this would have on the traffic model.
- 1.7 This report provides an overview of the assessment of the development in relation to highways and transportation matters, an initial review of the key junctions likely to be affected by the development and possible mitigation measures that might be brought forward as part of the development proposals. Clearly a more detailed Transport Assessment will be required in the future to support any future planning application.

Report Format

- 1.8 **Section 2** includes an overview of the key transportation planning policy in relation to the site both in the context of Central Government planning policy and local planning policies and guidance.
- 1.9 **Section 3** of the report provides a review of the Huntingdonshire HELAA (December 2017) with respect to the North of St. Ives Local Plan submission site.
- 1.10 **Section 4** Provides a review of the Huntingdonshire Strategic Transport Study (HSTS) and the associated traffic model in the context of the Land North of St. Ives.

- 1.11 **Section 5** of this report provides details of the development proposals and the access arrangement for the site. This section also highlights the potential to improve sustainable transport opportunities to and from the site.
- 1.12 **Section 6** of the report considers the site location in relation to the existing surrounding transport network and the local facilities. The report also identifies current transport issues on the network within the vicinity of the site together with the opportunities to travel to and from the site by modes of transport other than the private car.
- 1.13 This section of the report also gives consideration to the issues of traffic currently travelling through St Ives. Furthermore details are provided of the local census data to understand the general travel patterns of the existing local residents within the vicinity of the site.
- 1.14 **Section 7** provides information on the likely trip generation of the proposed site and how the traffic generated by the development is distributed to the surrounding highway network. This section also identifies the opportunities for improvements to the highway network, together with measures that can be provided by the development to address current issues.
- 1.15 **Section 8** provides a summary and conclusion of the key findings of this Transport report.

Report Summary

- 1.16 It is concluded that subject to the detailed assessment of the various junctions, the development of the Land North of St. Ives offers the opportunity to accommodate in the region of 1,500 dwellings in a sustainable location where measures can be provided to address existing transport issues to ensure the residual cumulative impact of the development is not severe.
- 1.17 The development also provides the opportunity for measures that allow the broader network to benefit from the infrastructure provided by the site. Finally, the report identifies that safe and suitable access can be provided to the development.
- 1.18 It is concluded that the Land North of St. Ives would be able to supply a significant amount of additional housing and employment land use in a sustainable way where the need to travel will be minimised, the opportunities to travel by non-car modes maximised and therefore the impacts on the local highway networks would be minimised and would be less than that identified for the comparable assessment scenario within the HSTS. Further, it is concluded that the Land North of St. Ives is well located to enable the development to connect with and form a natural extension to St. Ives.

2 TRANSPORT POLICY

Introduction

- 2.1 When considering any new development, it is necessary to review such development in the context of both national and local transport planning policy.
- 2.2 This section of the report considers the relevant national and local planning policy guidance relating to Transport.

National Planning Policy Framework

- 2.3 In July 2018 a revised version of the National Planning Policy Framework (NPPF) was published. The NPPF sets out a number of transport objectives designed to facilitate sustainable development and contribute to a wider sustainability by giving people a wider choice about how they travel.
- 2.4 Section 9 *Providing Sustainable Transport . Considering Development Proposals* states the following:
- 2.5 Paragraph 108 states that:

“In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- 1. Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;**
- 2. Safe and suitable access to the site can be achieved for all users; and**
- 3. Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.”**

- 2.6 Paragraph 109 states that:

“Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety or residual cumulative impacts on the road network would be severe.”

- 2.7 The test of Paragraph 109 is the same as that of Paragraph 32 of the 2012 NPPF.

- 2.8 Paragraph 111 states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”

Cambridgeshire Local Transport Plan 3 (LTP3) (June 2011-2031)

2.9 The Cambridgeshire LTP3 sets out the transport objectives, policies and strategy for the county. It is the strategy for the county for the next 20 years. The strategy has a strong emphasis on encouraging the use of public transport, walking and cycling in Cambridgeshire to reduce the need to travel by car.

2.10 The LTP identifies five objectives to support the delivery of the overall vision, ~~£~~Creating communities where people want to live and work: now and in the future^q Objective 3 focusses on the management and delivery of growth and development of sustainable communities by way of:

“Discourage use of cars where alternatives exist and encourage use of sustainable means of transport such as walking, cycling and public transport;

Facilitate active travel with investment in footpaths and cycle ways;

Implement road safety initiatives to reduce road traffic accidents; Influence planning decisions to co-locate housing with jobs and services to reduce the need to travel;

Influence the design of new developments to promote road safety and encourage travel by foot and bicycle; and,

Implement travel plans and other smarter choices measures such as car clubs and car sharing.”

2.11 Clearly by providing for development in the right location the opportunity for trips to be undertaken by sustainable modes will be maximised.

2.12 The LTP Action Plan identifies a number of schemes that are planned for public sector delivery in the area for the period 2014-2021. Those which are considered of relevance to St Ives are summarised below:

1. A Huntingdon Southern Bypass, comprising a 2/3 lane dual carriageway between Ellington and Swavesey also incorporates widening of the A1 from 2 to 3 lanes between Brampton and Alconbury;
2. Huntingdon viaduct over the East Coast Main Line removed and old A14 alignment fed into Huntingdon~~g~~ local road network;
3. East Coast Main Line rail capacity improvements. Additional track capacity on the East Coast Main Line between Huntingdon and Peterborough; and
4. 2018 Thameslink service and timetable improvements.

2.13 A number of schemes are also identified as necessary to support major development allocations in current and emerging Local Plans. Again, those which are considered of relevance to St Ives are summarised below:

1. High Quality Bus Network Infrastructure, St Ives (Busway) to Wyton Airfield and Alconbury Weald. A high quality bus corridor providing quick and reliable journeys between St Ives and the Enterprise Zone, Alconbury;
2. High Quality Bus Network Infrastructure, St Ives (Busway) to Huntingdon. A high quality bus corridor providing quick and reliable journeys between St Ives and Huntingdon town centre/station;

3. Hartford Transport Interchange. A transport-interchange to intercept car trips and provide access to St Ives to Wyton Airfield and Alconbury and St Ives to Huntingdon High Quality Bus Network routes;
4. A141 capacity enhancements around Huntingdon. Junction capacity enhancements on the A141 Huntingdon northern bypass;
5. A141 future Huntingdon Bypass alignment. The safeguarding of an alignment for the possible future re-routing of the A141 Huntingdon northern bypass; and
6. Wider Huntingdon/St Ives area pedestrian / cycle network. A comprehensive network of high quality pedestrian/cycle routes linking the new town with key destinations in Huntingdon, St Ives, Alconbury Weald, Wyton Airfield and the surrounding ring of villages.

St Ives Transport Strategy

2.14 The strategy forms part of the LTP3 suite of documents, providing a programme of integrated transport schemes to be implemented from 2007/08 onwards. The aims of the strategy reflect those of the Government Shared Priorities for Transport:

1. To make travel safer;
2. To develop integrated transport and to promote public transport, walking, cycling and other sustainable forms of transport;
3. To maintain and operate efficient transport networks;
4. To create a transport system that is accessible to all;
5. To provide a transport system that supports the economy and the growing population of the county; and
6. To protect and enhance the built and natural environment.

2.15 A summary of identified schemes of relevance to the location of the site is provided in **Table 2.1** below. It should be noted that some of these schemes may have been delivered in the interim period.

Table 2.1: Summary of Relevant Transport Schemes

Infrastructure	Scheme
Bus Infrastructure	Rolling programme of improvements to bus stops in St. Ives and the strategy area such as: Raised kerbs, resurfacing footways, up to date timetable info, bus boarders, improved waiting facilities.
On-Street Bus Measures	A bus lane for eastbound buses on the A1123 Houghton Road from the B1090 through to Hill Rise. Provision of a full standard right turn lane on Houghton Road at Hill Rise for all traffic to reduce delays in traffic. Hill Rise and Ramsey Road junction.
Walking and Cycling	Hill Rise to Houghton Lane: Widening and resurfacing the existing path Cycle Parking Additional cycle parking facilities in the centre of St. Ives, at the bus station and key locations such as at educational establishments. Signing The provision of signing along existing foot and cycle paths in northern residential areas A1123 Implementation of a toucan crossing to allow safer access to and from the Compass Point Business Park.

Cambridgeshire Transport Delivery Plan 2015/16 to 2017/18 (April 2016)

2.16 The Transport Delivery Plan (TDP) provides Cambridge County Council (CCC) forward visibility of all planned highway and transport schemes over the period 2015/2016 to 2017/2018. Those sustainable transport improvements that are considered beneficial to the site are identified as follows:

- General carriageway and footway maintenance including Cycle Paths;
- Hill Rise from A1123 Carriageway resurfacing - £ 280,000 (17/18);
- St Audrey Lane roundabout to Ramsey Road Carriageway resurfacing - £500,000 (18/19);
- St. Ives Flood Arches on London Road Bridge Repairs £186,000 (16/17); and
- Refurbishment of pedestrian signal crossing in Ramsey Road adjacent Chestnut Road £47,000 (16/17).

Huntingdonshire's Draft Local Plan to 2036: Proposed Submission (29 March 2018):

2.17 The New Local Plan, which is the subject of this examination, will replace the existing development plan documents including the Core Strategy (2009) and Huntingdon West Area Action Plan, the Local Plan (1995) and Local Plan Alteration (2002). The Proposed Submission Local Plan was submitted to the Secretary of State on 29 March 2018, with a view to being adopted by July 2019.

2.18 The Proposed Submission Local Plan sets out the strategy for development in the whole of Huntingdonshire, polices for managing development and details of sites for development to meet the needs of Huntingdonshire for the period to 2036. The Local Plan contains polices which are of a strategic context, unless otherwise stated.

2.19 The spatial portrait for Huntingdonshire identifies that the county benefits from strategic communication links with the east coast mainline railway with stations in Huntingdon and St. Neots. The A1 gives access north / south on the trunk road network. East / west linkages are also provided by the A428 crossing the southern part of the district. Stansted, Luton and Birmingham are the nearest major passenger airports to the district.

2.20 Policy LP2 sets out the strategy for development which seeks to concentrate the majority of new development in locations where people can choose to walk or cycle to local services. LP2 designates St Ives as one of four spatial planning areas, to reflect its status as the traditional market towns and sustainable centre.

2.21 Section 5.0 of the Plan refers to Sustainable Travel. Policy LP 17 specifically identifies that a proposal will be supported where it is demonstrated that:

- **“Opportunities are maximised for the use of sustainable travel modes;**
- **Its likely transport impacts have been assessed, and appropriate mitigation measures will be delivered, in accordance with National Planning Practice Guidance;**
- **Safe physical access from the public highway can be achieved, including the rights of way network where appropriate;**

- **Any potential impacts on the strategic road network have been addressed in line with Department for Transport Circular 02/2013 and advice from early engagement with Highways England; and**
- **There are no severe residual cumulative impacts.”**

2.22 Policy LP18 regards Parking Provision and Vehicle Movement. It states that proposals will need to provide a clear justification for the space for vehicle movements and level of vehicle and cycle parking proposed, taking account of:

- **“Highway safety and access to and from the site;**
- **Servicing requirements;**
- **The accessibility of the development to a wide range of services and facilities by public transport, cycling and walking;**
- **The needs of potential occupiers, users and visitors, now and in the future;**
- **The amenity of existing and future occupiers and users of the development and nearby property; and**
- **Opportunities for shared provision, where locations and patterns of use allow this.”**

2.23 It is stated that the proposed provision should be supported by the local level of car ownership and the availability of alternative modes of transport. However provision should take account of available evidence that would inform the level of provision that will be necessary, such as the expected household sizes for the development.

2.24 Parking facilities may be shared where location and patterns of use permit. Careful consideration will be given to the siting and design of garaging, responding to the character and appearance of the area. Minimum levels of car parking for disabled people as set out in national guidance will be required.

2.25 Regarding parking for electric vehicles, it is noted that one charging point for an electric vehicle should be provided for every 50 car parking spaces, where a proposal includes 20 or more parking spaces. Furthermore, measures such as ducting and underground servicing, which would allow additional charging points to be easily installed in future, should be considered.

2.26 With regard to cycle parking, a proposal that includes residential development will be expected to provide at least one clearly identified secure cycle space per bedroom for all dwellings (C3 Use Class), unless it can be demonstrated that this is unachievable.

2.27 Vehicle and cycle parking provision should comply with design and security guidance set out in the Huntingdonshire Design Guide SPD (2017) or successor documents.

2.28 Careful consideration will be given to the siting and design of garaging, responding to the character and appearance of the area. Minimum levels of car parking for disabled people as set out in the 2012 NPPF will be required.

Summary

- 2.29 In summary, it is considered that the key requirements of the NPPF in the context of transportation are those identified within paragraph 32. These seek sustainable locations that reduce the need for major infrastructure, safe and suitable accesses to the development, and the need to ensure that the residual cumulative impact of the development is not severe.
- 2.30 In the context of the local transport planning policies these are focused toward improving sustainable travel options and improving road safety.

3 HUNTINGDONSHIRE HELAA

Introduction

- 3.1 This section considers the Huntingdonshire Housing and Economic Land Availability Assessment (HELAA; December 2018) with respect to the proposed St. Ives North site allocation and with regard to the comparable Giffords Park allocation.

St. Ives North

Summary of Sustainability Assessment

- 3.2 Having regard to the Council's assessment of the site within HOUS/02 (pages 334-337), their sustainability assessment for the land North of St. Ives surmises that:

“Overall the appraisal is positive, although this is largely due to the scale of development and the services and facilities that would be expected to be provided as part of development on this scale. ...There is open space, sports and social facilities, a food store, doctors' surgery, a primary school and a bus stop nearby currently but further provision is likely to be necessary. Transport infrastructure is considered to be a significant constraint...”

- 3.3 This summary provides many positive points about the location of the site with respect to many of people's everyday needs that would be accessible by non-car modes of travel, thereby minimising the need to travel by private car and thus the impact the development would have on the local highway network.
- 3.4 Due to the scale of development proposed, supporting services, facilities and amenities would be provided on site, leading to an internalisation of trips on the site and further minimising the need to travel by private car and thus the impact a strategic development would have on the local highway network.
- 3.5 Further, the sites proximity to existing local bus provision is noted. The development of this strategic housing site would enable the existing provision to be enhanced, providing future users with a realistic choice to travel by public transport for many journey purposes opposed to the private car, thus keeping vehicular impacts associated with the development to a minimum.

Constraints Analysis

- 3.6 The Council's constraints analysis surmises:

“Development of this site will generate a significant amount of additional traffic. Strategic scale transport assessment of a package of potential sites including sites close to this one indicated that significant additional congestion on the A1123 and A1096 would arise from development in this area. The road links are unable to absorb more traffic and development would result in existing traffic being displaced, experiencing additional queueing or re-routing to avoid delays.”

3.7 The HELAA concludes that:

“The site is not considered to be suitable because of known transport constraints in the vicinity. As the site is not considered suitable for residential development a capacity calculation has not been completed.”

3.8 It is noted that the HELAA identifies that circa 20% of the site is not suitable for residential development and thus any detailed Masterplan coming forward for the site would be designed to take account of the site constraints. It is considered this is not an appropriate reason for not having included this site within the Huntingdonshire Strategic Transport Model and therefore, full consideration has not been given by the Council of the potential impacts of the Land North of St. Ives.

Giffords Park

Summary of Sustainability Assessment

3.9 Giffords Park is located to the east of St. Ives and is a strategic housing site of comparable scale to St. Ives North that has also been subject to the Local Plan process. It is therefore appropriate to review the Council’s analysis of this site.

3.10 The Council’s constraints analysis surmises:

“Overall the appraisal is broadly positive, due mainly to the likelihood of a site of this size including open space and other facilities, but there are a number of shortcomings...Transport infrastructure is a significant constraint.”

3.11 It is noted the SA makes no reference to the proximity of existing local facilities and amenities and solely refers to the delivery of supporting facilities on site.

Constraints Analysis

3.12 The Council’s constraints analysis surmises:

“Development of this site will generate a significant amount of additional traffic. Strategic scale transport assessment of a package of potential sites including this one indicated that significant additional congestion on the A1123 and A1096 would arise from development at this site. The road links are unable to absorb more traffic and development would result in existing traffic being displaced, experiencing additional queueing or re-routing to avoid delays. A proportionate transport assessment will be required to demonstrate that safe, appropriate access can be provided from the road network, and that any adverse off-site transport impacts can be adequately mitigated. The assessment should also demonstrate that safe, attractive cycling and walking routes can be provided, integrating the site with St Ives, as well as within the site itself.

Integration with St Ives may be challenging, given that the site adjoins an industrial estate and business park on the edge of the existing built up area. The design of any development proposal should demonstrate how integration with the existing built area of St Ives will be achieved.”

3.13 The constraints analysis highlights the capacity constraints on the local highway in the context of the significant amount of traffic this site would generate, identifying that the network would be unable to absorb any more traffic. It also highlights the challenges associated with integrating this site with St. Ives due to its location next to an existing industrial estate and business park.

3.14 The Council's analysis continues to consider the achievability of the site coming forward and note:

“The Huntingdonshire Strategic Transport Study (2017) (HSTS2017) considered the achievability of providing a package of junction improvements on the road network in the immediate vicinity of this site. Allowing for design and construction costs alone estimates for these were just over £3million; additional costs would be incurred for land acquisition, environmental mitigation, taxes, compensation and a range of other factors.”

3.15 The Council also notes that the provision of an additional river crossing has been considered to meet potential demand across the wider area; however, that the costs were prohibitive.

3.16 The Council's general conclusion is that Giffords Park is not suitable for development due to highway infrastructure constraints.

Overview

3.17 The Council in their HELAA has considered the potential for the development of both St. Ives North and Giffords Park within their December 2017 HELAA and has concluded that Giffords Park is not suitable due to highway infrastructure constraints and identifies the difficulties of integrating the site with the existing built up area of St. Ives.

3.18 Whilst the Council also consider that the St Ives North site is not suitable due to ~~known transport constraints~~ it has been noted that the site is well placed to connect into existing local facilities and services within St. Ives.

3.19 This section highlights that due to the proximity of these facilities and amenities, which future residents would readily be able to connect with, in conjunction with the ability to provide additional facilities and services on site and enhanced bus provision, the site is well placed to be able to maximise internalisation of trips and minimise the need to travel by car. In turn this would minimise the potential impact the development of St. Ives North would have on the local highway network. This could be achieved more readily and effectively than Giffords Park.

3.20 It can be concluded that the position from the HEELA is the same for both sites in that they are not viable due to Highway Infrastructure constraints; however, it is considered the Land North of St. Ives should not be discounted on highway grounds for the reasons set out herein and that detailed assessment should have been made in the HSTS.

4 HUNTINGDONSHIRE STRATEGIC TRANSPORT STUDY

Introduction

- 4.1 This section considers the Huntingdonshire Strategic Transport Study (HSTS; 30 May 2017) and the associated traffic modelling data that has been released for review as part of the Local Plan Examination, with regard to the Land North of St. Ives.
- 4.2 The HSTS and the associated modelling data do not consider the potential impact of the Land North of St. Ives in any of its assessment scenarios due to the land not being suitable for residential development and to *known highway constraints*.
- 4.3 As noted previously the HELAA identifies that circa 20% of the Land North of St. Ives, would not be suitable for residential development. The preliminary masterplan layout submitted takes account of the land that would not be suitable for residential development and shows that circa 1,500 dwellings plus other land uses could be delivered on this site.
- 4.4 Further, it is considered that the Council's decision to not assess the Land North of St Ives due to *known highway constraints* was made as a result of the HSTS assessment and conclusions for the nearby Giffords Park development, on the basis that the land uses and quantum of development proposed are comparable to that proposed for the Land North of St. Ives.
- 4.5 It is considered that the assumption a comparable size development with comparable land uses would have the same impacts on the local highway network is too simplistic and that consideration should have been given to the specific location of the Land North of St. Ives in comparison to Giffords Park before this assumption was made.
- 4.6 As detailed within this Transport Statement, it is considered that by virtue of the location of the Land North of St. Ives, the great potential for connecting with the existing built form of St. Ives, and the associated potential for minimising the need to travel and for travel to be undertaken by sustainable modes, that the impacts of the redevelopment of the Land North of St. Ives on the local highway network would be less than that of Giffords Park and therefore the Council should have made an assessment of the site within the HSTS and the supporting traffic modelling.
- 4.7 The remainder of this section considers the information presented within the HSTS and the supporting traffic model with regard to Giffords Park and relates it to the proposed North of St. Ives site as appropriate.

Overview

- 4.8 The HSTS tests the impact of four different growth scenarios in 2036 using Cambridgeshire County Council's Cambridgeshire Sub-Regional Model (CSRM2).
- 4.9 CSRM2 is a WebTAG compliant strategic model which uses base data from 2015 including:
- Validation against recently collected traffic and transportation counts;
 - All networks (highway, PT, walk, cycle);

- Representation of parking and Park & Ride;
- Base transport movement data;
- Base land use data; and
- Matrices with up-to-date mobile phone data.

4.10 The main planning inputs required for the model are as follows:

Plate 4.1: Planning Inputs

Input	Units
<i>District Level</i>	
Population	Persons
Jobs	Jobs
<i>Development Level</i>	
Houses	Houses
Employment	GFA sqm
Education	Pupils / students

Source: Atkins

4.11 The different growth scenarios are summarised as follows:

Core Scenario

4.12 This scenario tests what the traffic flows could look like in 2036 with a core set of sites, including committed development, which amount to 13,166 new dwellings by 2036. This is used as a future baseline against which to compare the four development scenarios.

Development Scenario 1

4.13 This scenario includes:

- Core Scenario sites (13,166 new dwellings);
- Full build-out of Wyton Airfield (4,550 new dwellings);
- Intensification of Alconbury Weald (1,500 new dwellings); and
- RAF Alconbury released (1,450 new dwellings).

Development Scenario 2

4.14 This scenario includes:

- Core Scenario sites (13,166 new dwellings);
- Slower build-out of Wyton Airfield (2,880 new dwellings);
- Intensification of Alconbury Weald (1,500 new dwellings); and
- RAF Alconbury released (1,450 new dwellings).

Development Scenario 3

4.15 This scenario includes:

- Core Scenario sites (13,166 new dwellings);
- Giffords Park (2,200 new dwellings);
- Riversfield, Little Paxton (240 new dwellings);
- Intensification of Alconbury Weald (1,500 new dwellings); and
- RAF Alconbury released (1,450 new dwellings).

Development Scenario 4

4.16 This scenario includes:

- Core Scenario sites (13,166 new dwellings);
- Full build-out of Wyton Airfield (4,550 new dwellings);
- Ermine Street (1,440 new dwellings);
- Sapley Park Farm (1,300 new dwellings);
- Lodge Farm (3,820 new dwellings);
- Intensification of Alconbury Weald (1,500 new dwellings); and
- RAF Alconbury released (1,450 new dwellings).

Giffords Park Assumptions

4.17 The Giffords Park development would comprise of 2,200 new dwellings, 1,500 sqm of retail uses, 28,000 sqm of employment uses and a primary school, which is of a comparable scale to the proposed development of the Land North of St. Ives.

4.18 Figures 91 and 92 of the HST Study illustrate the assumed vehicle trips for the Gifford Park development during the morning and evening peak periods respectively and the flows along the associated development flows along the key routes. **Table 4.1** provides a summary of this data.

Table 4.1: Summary of Gifford Park Vehicle Trip Assumptions

Link	Two-way Vehicle Trips			
	AM		PM	
	Arrivals	Departures	Arrivals	Departures
Site Accesses	600 - 800	400 - 600	200 - 400	200 - 400
A1123 West	200 - 400	200 - 400	0 - 200	0 - 200
Harrisons Way	200 - 400	0 - 200	0 - 200	0 - 200

4.19 The data presented within the HTS Study shows that due to its location, the increases in journey time along the A141 and A1123 Huntingdon Rd and the Harrison Way routes primarily result for the Giffords Park site.

Transport Mitigation Measures

4.20 A number of transport schemes (which are more than likely or near certain to be implemented) have been agreed with Huntingdonshire District Council and Cambridgeshire County Council to be included in the modelling scenarios. These include capacity improvements to the A14.

Consideration of Traffic Data

Development Scenario Impacts Summary

4.21 Table 55 of the HSTS (see below) summarises the change in network-level performance statistics for all development scenarios when compared against the Core Scenario.

Plate 4.2: Change in Network-Level Performance Statistics

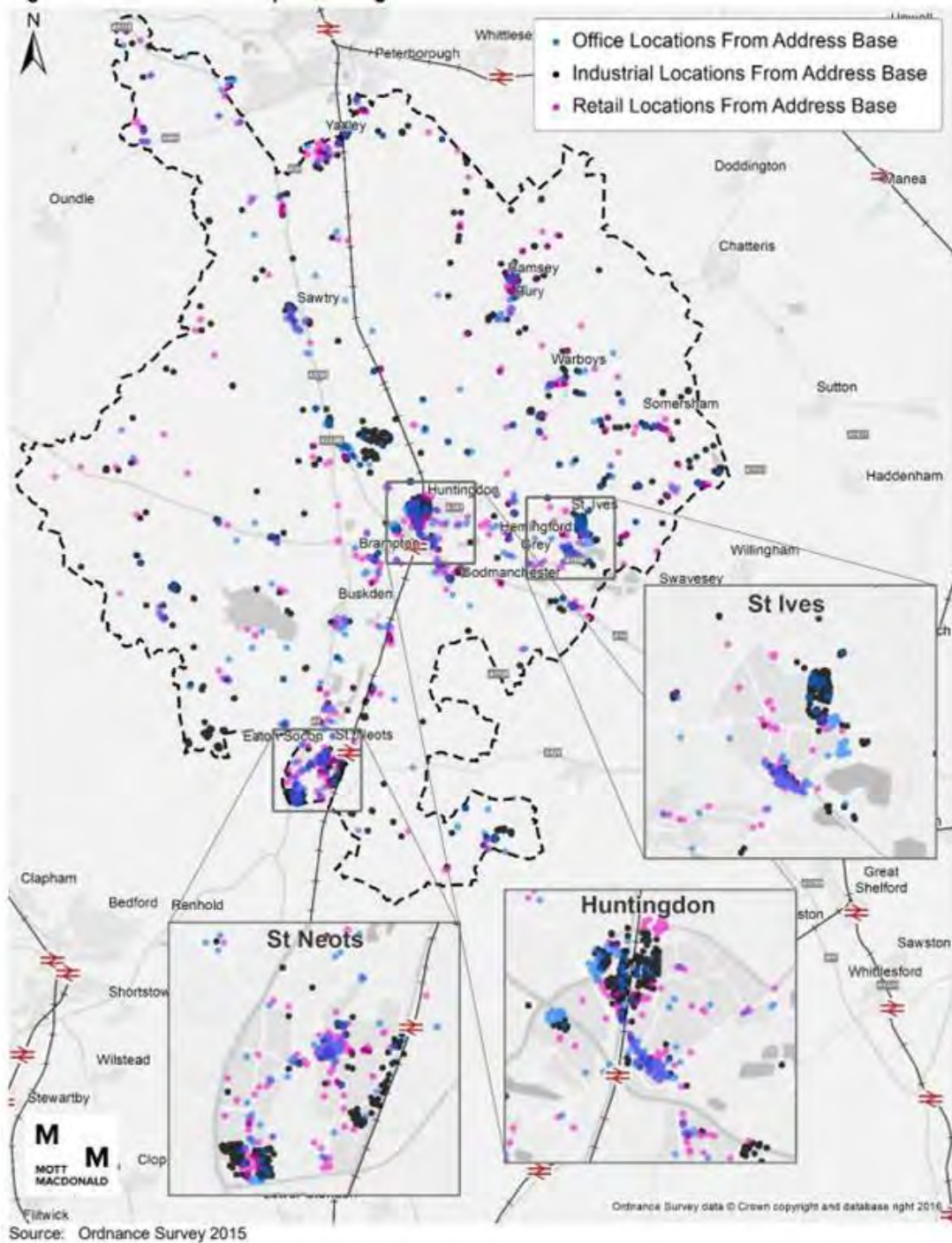
Parameter	% Change from Core Scenario							
	Scenario 1		Scenario 2		Scenario 3		Scenario 4	
	AM	PM	AM	PM	AM	PM	AM	PM
Total PCU trips	+1.6%	+1.8%	+1.4%	+1.4%	+1.1%	+1.3%	+2.7%	+3.0%
Total veh-km	+0.6%	+0.8%	+0.5%	+0.6%	+0.4%	+0.5%	+0.8%	+1.2%
Avg veh travel distance per PCU trip (km)	-1.0%	-1.0%	-0.8%	-0.8%	-0.7%	-0.8%	-1.8%	-1.7%
Avg RFC for all Hunts junctions (%)	+1.8%	+4.8%	+1.6%	+4.1%	+1.4%	+3.3%	+3.4%	+9.6%

Source: CSRM2

4.22 The table above shows that all scenarios result in a reduction in the average trip distance in the model.

4.23 Figure 6 of the HSTS (see below) shows that the Gifford Park site is closely related to a number of industrial locations along with some office; few retail sites are located nearby. The St Ives North site on the other hand would be better located in relation to retail uses, as shown. Along with other existing ancillary local facilities and amenities required in everyday life, thereby reducing the need to travel and increasing the potential for travel by sustainable modes and thus the impact a development would have on the local highway network.

Plate 4.3: Distribution of Trip Attracting Land Uses



Journey Time Impact Results

4.24 Three key journey routes have been selected in order to enable a preliminary assessment to be made of the impacts of the development scenarios on travel time. These routes are as follows:

- A141 and A1123 Huntingdon Rd, eastbound and westbound;
- A141 Warboys Roundabout, northbound and southbound; and
- Harrison Way, northbound and southbound.

4.25 These results are summarised in the following table which shows, for the AM peak and PM peak:

- Core Scenario total route journey time for each route and by direction; and
- The difference in journey time from the Core Scenario value for the pre-mitigation Scenario 3.

4.26 These tables therefore provide a ready indication of how the added development flows of Scenario 3 effect Core Scenario journey times over these key routes.

Plate 4.4: Change in Journey Time from Core Scenario, AM and PM

Route	Direction	Core Scenario Journey Time (MM:SS)		Change in Journey Time from CS (MM:SS)	
		AM	PM	AM	PM
A141 & A1123	EB	26:16	34:29	+01:16	+03:36
	WB	36:24	35:12	+01:56	+03:44
A141 Warboys Rbt	SB	32:29	24:30	+03:24	+04:35
	NB	22:06	30:21	-00:09	+00:58
Harrison Way	SB	20:10	15:33	+02:29	+02:02
	NB	09:25	15:05	-00:27	+02:05
Net change from CS		-	-	+08:29	+16:59

Source: CSRM2

4.27 The journey time data shows minimal impact on overall journey times along the above links in either peak hour, with mostly just small increases on each route. It is noted from the HSTS that the increase in journey times from the Core Strategy scenario for all other development assessment scenarios is greater than that for Scenario 3.

4.28 Due to the ability for traffic to dissipate onto the network more quickly for the Land North of St Ives in comparison to the Giffords Park site, it is anticipated that the inclusion of this in Scenario 3 in place of Giffords Park, would result in even lower increases in overall journey times.

Junction Impact Results

4.29 The following table provides performance results for each key junction in terms of the highest RFC level reached on any one arm of each junction in Scenario 3.

Plate 4.5: Key Junction Worst-Arm RFC Performance Results for Scenario 3

Map Ref	Junction	Core Scenario		Scenario 3	
		AM	PM	AM	PM
A	Spittals Interchange	76	84	88	79
B	A141/Ermine Street/Stukeley Road	109	111	108	116
C	A141/Washingley Road/Latham Road	83	85	84	80
D	A141/ Huntingdon Road/Abbots Ripton Road	108	110	114	121
E	A141/Kings Ripton Road	109	113	104	113
F	A141/B1514/A1123	116	114	110	115
G	A141/B1090 Sawtry Way	114	96	128	104
H	A141/B1040 Church Road	80	54	73	52
J	A1123 Houghton Hill/B1090 Sawtry Way	86	93	87	100
K	A1123 Houghton Road/Hill Rise	70	60	76	67
L	A1123 Houghton Road/Ramsey Road/A1123 St Audrey Lane	71	92	91	104
M	A1123 St Audrey Lane/B1040 Somersham Road/A1123	95	88	101	87
N	B1514 Hartford Road/B1514 Nursery Road	52	67	59	63
O	B1514 Castle Moat Road/The Avenue	65	66	67	66
P	Post Street/Cambridge Street/Causeway (Godmanchester)	93	96	88	83
Q	B1040/A1198/A14 J24	50	61	49	62
R	A1096 Harrison Way/The Quadrant/Meadow Lane	92	103	92	105
S	A1096 Harrison Way/Guided Busway crossing	103	103	101	108
T	A1096 Harrison Way/Low Road	106	112	107	117
U	A1096/A14 J26	84	84	83	89

Source: CSRM2 (Junction I results not available for this parameter as this junction is outside simulated model area)

- 4.30 It is shown that the addition of the Scenario 3 development traffic generally results in the Ratio of Flow to Capacity (RFC) increasing at the key junctions local to Giffords Park (and Land North of St. Ives), with some changes between junctions operating at below 85% RFC to above 85% RFS and from below theoretical capacity (RFC = 1) to above theoretical capacity; however, the general conclusion is that typically the development traffic would not significantly alter the operation of the key junctions local to St. Ives in comparison to the Core Scenario.
- 4.31 It is noted that when the Scenario 1, 2 and 3 results are considered, the associated development traffic scenarios have a comparable level of impact on the same key junctions local to the site.
- 4.32 As detailed previously, due to the proximity of and comparable land uses and levels of development proposed between the Land North of St. Ives and Giffords Park, at a high level the impacts of the development would likely be comparable; however, the location of the Land North of St. Ives lends itself to greater levels of dissipation of traffic more quickly within St. Ives. For example, all of the Giffords Park development will have a far greater impact on the A1123 St. Audrey Lane / B1040 Somersham Road / A1123 mini roundabout junction.
- 4.33 It is noted that this assessment scenario does not include for any potential future mitigation measures at local junctions. Section 3 of the HST Study considers potential mitigation measures. A number of localised junction improvements are considered including for a number of the key junctions within and surrounding St. Ives, along with a few more strategic measures, such as a third river crossing across the River Great Ouse. Preliminary costings for various packages of measures are also provided.
- 4.34 The report also identifies that:

“High quality walking, cycling and public transport provision, together with measures to reduce the need to travel, such as co-

location of complementary land uses and travel planning, is clearly key to enhancing site accessibility and seeking to maximise the overall transport sustainability of development.”

- 4.35 Section 4 of the HTS study considers the post mitigation modelling scenario. Five different packages of mitigation measures are considered. As would be expected, all mitigation packages have a positive effect on all development scenarios although by varying degrees.
- 4.36 With specific reference to Scenario 3 the report concludes:
- **“All mitigation packages yield an overall network performance compared to the equivalent no-mitigation result**
 - **In the AM peak, all mitigation packages also deliver an improvement in overall performance over the equivalent Core Scenario result**
 - **In the PM peak, all packages but package 1 deliver an improvement over the Core Scenario result.”**
- 4.37 Package 1 incorporates junction improvements only.
- 4.38 It is anticipated that performance associated with the Land North of St Ives would provide more favourable results within the traffic model than Giffords Park on the basis the location of the development will enable quicker dissipation of trips and therefore the impact of the development on local junctions would be less and a greater level of internalisation of trips and travel by sustainable modes due to proximity to existing local facilities and amenities and public transport within St. Ives.
- 4.39 In terms of junction operation, as would be expected, typically the greater the level of mitigation provided, the greater the improvements to the operation of the local junctions.
- 4.40 The HSTS notes that for Scenario 3:
- **“Journey times are higher overall in the pre-mitigation (S3) scenario than in the Core Scenario in both peak hours. This is the case for all routes and directions in the PM, and for all but Harrison Way NB and A141 Warboys Rbt NB in the AM, where journey times for the latter improve slightly**
 - **Journey times are improved overall in both peak hours for all post-mitigation scenarios compared to the Core Scenario...**
 - **Journey times overall are lower than for Development Scenarios 1 and 2.”**
- 4.41 It should also be noted that the traffic modelling focuses on the potential effects of local highway improvements and does not take account of the effects of any non-car mitigation measures, such as improved walking and cycling connections, bus enhancements, active implementation of a Travel Plan etc.
- 4.42 The key would be to achieve the right package of highway improvements, combined with other non-car modes of transport improvements and to providing the right mix of development on site to maximise the potential for internalisation of trips and to maximise integration with the existing built form of St. Ives and to minimise any impacts on the local highway network.

4.43 Subsequently a Scenario 5 option has been modelled with a lower scale of development than the first four options. Unsurprisingly the conclusion is that Scenario 5 will have less of an impact on the local highway network than Scenarios 1 to 4 and the proposed mitigation measures would generally have greater benefit. However, this would deliver a lower level of development.

Summary

4.44 This section has considered the HSTS and the associated traffic model in detail. It is noted that that whilst the Land North of St. Ives and Giffords Park (located to the east of St. Ives) are comparable in terms of proposed land uses and quantum of development, the individual locations would result in different trip generation characteristics.

4.45 The Land North of St. Ives is better placed to be able to connect to existing facilities and amenities within and to create strong connections with the existing built form of St. Ives and as a result would have far better potential for minimising the need to travel and maximising the opportunities for travel by sustainable modes where required, thereby minimising the traffic generation potential of the site and the impact on the local highway network.

4.46 On this basis this section notes that the Council should have assessed the potential impact of the Land North of St. Ives within the Huntingdonshire Strategic Traffic Model.

4.47 Notwithstanding, the HSTS has considered the potential impact of the proposed Giffords Park development, and surmises that Scenario 3 would generate the lowest impacts and the various mitigation packages proposed would have greatest benefit to Scenario 3 overall, with four of the five mitigation packages resulting in network conditions being better than the Core Scenario levels of operations, with the remaining package giving the same outcome in the morning peak with some worsening in the evening peak.

4.48 The differences between Giffords Park and North of St. Ives have been considered and it is concluded that the Land North of St. Ives would have less of an impact on the highway network.

5 DEVELOPMENT PROPOSALS

Introduction

- 5.1 In this section of the report I provide details of the development proposed for the site, together with the opportunities the site offers to the broader highway network, including the town of St Ives.
- 5.2 The plan attached at **Appendix 1** provides an indicative master plan for the site.

Development Proposals

- 5.3 The proposals are for the development of circa 1,500 residential units on land to the north of St Ives. The proposals include a primary school, a local centre and a number of green spaces accompanied by children's play areas. Additionally, on the south-eastern end of the site an employment area of circa 18,350sqm of B1c/B2 commercial space is proposed.
- 5.4 In relation to access to the site on the eastern side of Old Ramsey Road, the opportunity exists to provide access at two points to the residential zone from Marley Road. A third access point has potential to be provided on Old Ramsey Road approximately 300 metres north of the junction with Marley Road. A separate fourth access point would provide access to the employment area at the southern end of the site.
- 5.5 For the part of the site located on the western side of Old Ramsey Road, an access point can be provided north of the proposed access to the eastern part of the site.
- 5.6 There is the opportunity to widen Old Ramsey Road to 5 metres from the proposed site entrances on Old Ramsey Road to tie-in with the existing at the cemetery entrance.
- 5.7 The scheme proposes a downgrading of speed restrictions from 40mph to 30mph on Marley Road in order to provide a pedestrian friendly environment, ensuring this route does not create a barrier to movement. This treatment of this road would form part of the proposal and through traffic management measures and junction arrangements; the general environment along this route would be improved to the benefit of pedestrians and cyclists.
- 5.8 There is the opportunity to extend the footways on western side of Old Ramsey Road from the cemetery to the part of the site located on the western side of Old Ramsey Road. This will link the site access with the existing footway south of the site and thus enable pedestrian connectivity to the local bus stops and to St. Ives. Consideration could also be given to an additional footway on the eastern side of the road if appropriate.
- 5.9 There is opportunity to connect existing pedestrian routes in St Ives to the site and to form some formalised crossing locations across Marley Road. These would need to demonstrate the appropriate level of usage to justify such provision. The integration of new pedestrian and cycle routes through the proposed site to the existing routes will provide incentives for sustainable travel in the local area. Provision of a number of pedestrian crossing points following typical desire lines would allow ease of travel south of the site to facilities in St Ives.

- 5.10 It would also be necessary to undertake a pedestrian and cycle audit of the existing road network to highlight any constraints on the existing network which could be addressed by the development. This may include new wayfinding strategies ensuring appropriate signage was provided within the overall area, enhanced footway provision, and specific cycle routes within the local area.
- 5.11 The opportunity exists to provide appropriate cycle parking in the new local centre, school and employment area as well as local green space in order to facilitate and encourage sustainable local travel.
- 5.12 The proposal of a new primary school as part of the development site would cater for the needs of the new residents of the development as well as existing residents in St Ives. The provision of a new school provides the opportunity for local sustainable travel for both students and staff, avoiding the need for journeys to be made by car and containing such trips within the new development.
- 5.13 The proposed employment area located at the south eastern end of the site provides the opportunity for employment in the local area and therefore additional local sustainable travel. Whilst it is recognised that not all new residents would live and work within the development, it is likely that a proportion would do so allowing those trips to be by sustainable travel. Likewise, existing residents within the areas to the south may become employees of the new development area and also switch to sustainable modes of travel.

Scope of Assessment

- 5.14 The site offers the opportunity for a number of mitigation measures within the vicinity of the site that will not only mitigate for the development traffic but also offer improvements for existing road users. These opportunities, which are identified below, would be the subject of more detailed assessment as part of the promotion of the site located north of Marley Road.
- 5.15 Due to the location of the proposed site on the northern side of Marley Road, it provides a number of differing routes into St Ives town centre giving the opportunity for pedestrian and vehicle traffic to be dispersed amongst the local network. The location of the proposed development site also provides links out of St Ives to the west (A1123 Houghton Road) and north (B1040 Somersham Road) allowing some vehicle traffic to avoid the town centre.
- 5.16 As previously identified the speed restrictions are a consideration on Marley Road, assisting in providing a pedestrian friendly environment. Downgrading of the speed limit from 40mph to 30mph would encourage lower vehicle speeds through the area.
- 5.17 There are currently no pedestrian priority crossing points following anticipated desire lines in close proximity to the proposed site. A number of zebra or signal controlled pedestrian crossing points assisting in providing pedestrian priority would deter high vehicle speeds past the proposed site, assist in providing connections to existing pedestrian and cycle routes and would be an incentive for sustainable travel in the local area.
- 5.18 In addition to improvements to the road network, opportunities exist to enhance the public transport system extending services into the site. Enhancements to public transport services through the site would reduce walking distances to bus stops and provide the opportunity to encourage sustainable travel.

Junction Assessments

5.19 Due to the scale of the development, it anticipated that a number of junctions will require assessment in order to ensure that development traffic will not cause a severe impact on the existing highway network. The following existing junctions are listed as potential assessment sites:

- Marley Road / Old Ramsey Road / Ramsey Road / Hill Rise junction;
- A1123 Houghton Road / Hill Rise / High Leys junction;
- A1123 Houghton Road / Ramsey Road / St Audrey Lane junction;
- B1040 Somersham Road / Marley Road roundabout;
- A1123 St Audrey Lane / B1040 Somersham Road roundabout;
- A1123/ Stocks Bridge Way / Harrison Way roundabout;
- A1123 Houghton Hill Road / Houghton Road / B1090 Sawtry Way junction;
- A1096 Harrison Way / Meadow Lane roundabout; and
- A1123 St Audrey Lane / Needingworth Road.

5.20 An assessment of the proposed site access junctions on Old Ramsey Road and Marley Road would also be undertaken.

Travel Planning Measures

5.21 The travel planning measures for the development could include the consideration of provision for bus passes for new residents for the first 6 months and travel information packs for all new residents to identify the options for sustainable travel.

5.22 The proposals would be supported by a Travel Plan that would include a travel plan coordinator assisting in the implementation of the proposed measures.

6 SITE LOCATION AND SURROUNDING TRANSPORT NETWORK

Introduction

- 6.1 This section of the report provides details of the site location, the existing transport infrastructure in close proximity to the site and the current accessibility of the site to modes other than the private car.
- 6.2 The accessibility of the site to existing non-car modes of travel is important in the context of the Huntingdonshire Traffic Model to help understand how the Land North of St. Ives would have less of an impact on the local highway network than other comparable sites that have been assessed by within the traffic model.

Site Context

- 6.3 The site is located to the north of St Ives. The land is bounded to the west, east and north by farmland and the southern boundary of the site is Marley Road and the main settlement of St Ives. The site consists of two parts separated by Old Ramsey Road. Details of the site location are shown on the plan attached at **Figure 1**.
- 6.4 The development site is located approximately 3.0 kilometres north of the town centre in St Ives on the northern side of Marley Road. There is no existing formal access to the site from Marley Road or from Old Ramsey Road. The current farm entrance is via two unmade accesses on the western side of Old Ramsey Road and one on the eastern side north west of the junction with Marley Road. Another unmade entrance is located on Marley Road, opposite the Co-Op car park. A fifth entrance is also located on Marley Road, opposite the Public Right of Way (PRoW) through the site routing northeast from Rembrandt Way.

Walking and Cycling

- 6.5 The report now considers the opportunities for walking and cycling within the local area. In the context of acceptable walking and cycling distances, Local Transport Note 1/04 states at para 3.10.3:

“There are limits to the distances generally considered acceptable for utility walking and cycling. The mean average length for walking journeys is approximately 1km (0.6miles) and for cycling, it is 4 km (2.4miles), although journeys of up to three times these distances are not uncommon for regular commuters. The distances people are prepared to walk or cycle depend on their fitness and physical ability, journey purpose, settlement size, and walking / cycling conditions. Useful guidance on desirable, acceptable and preferred maximum walking distances for different purposes is included in Table 3.2 and 3.3 of Providing for Journeys on Foot, IHT 2000.”

- 6.6 More recently published guidance is within Manual for Streets. This states in paragraph 4.4.1 that:

“Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPG13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km.”

6.7 PPG13 has since been replaced by the National Planning Policy Framework, however this states under Core Planning Principles that planning should:

“Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling.”

6.8 In the context of The Huntingdonshire Design Guide SPD (2007) document identifies the following at para 1.3.6 to 1.37:

“1.3.5 Developments should create sustainable transport opportunities; providing permeable streets and safe walking, cycling and highways routes, appropriate car and cycle parking, and good access to public transport.

3.3 Developments must allow convenient and safe movement, both within the site itself and in making connections with surrounding areas. The need to promote more ‘sustainable’ patterns of living leans that accessibility for pedestrians and cyclists must be a key concern, and considered at the earliest stages of site planning.”

6.9 The guidance goes on to identify the relevant distances to facilities.

General Standards / Guidelines

“3.3.2 The most successful and sustainable places tend to be those where community facilities are available within easy walking distances of peoples’ homes. When considering the mix of uses and facilities appropriate on a particular site, the following targets should be taken into account:

- **Bus stop, local green space (with play equipment) – within 5 mins walk (around 400m); and**
- **Local shops, primary school – within 10 mins walk (around 800m).**

Existing facilities immediately adjacent or close to the site can be taken into account, but it is crucial that ease of access (as opposed to mere distance is considered) Routes that are perceived as unsafe, or which face barriers such as busy road, will deter walking even if the distance is short.”

6.10 In the context of the above, it is considered that the Land North of St. Ives accords with the requirements of the guidance and the targets this proposes. However, previously identified the National guidance set out in Manual for Streets (MFS) and the Local Transport Network (LTN) identifies that in practice individuals will walk further than the 5 minute and 10 minute walk distances suggested within the local guidance. This increased level of walking and cycling distance is considered to be wholly appropriate within and around St Ives given the relatively flat nature of the topography within the area.

- 6.11 The local area south of the site has a good level of provision of footways which are generally street lit. Accordingly the proposed development site offers the opportunity to connect into an existing good level of pedestrian facilities that can be enhanced where possible. There is a Public Right of Way (PRoW) through the south eastern end of the site leading north east from Rembrandt Way. There are also a vast number of pedestrian and cycle links that commence close to the site indicating potential for connections throughout St Ives. Additionally, there are cycle routes connecting St Ives to Huntingdon and Cambridge as well as destinations in between. The current CCC pedestrian and cycle route map for St Ives is provided in **Appendix 2**.
- 6.12 There are currently no footways on the northern side of Marley Road and no footways north of the cemetery entrance on Old Ramsey Road adjacent the proposed site, and no pedestrian priority crossings to the proposed site. Street lighting is currently located at junctions only on Marley Road and at regular intervals on the surrounding local streets.
- 6.13 The plan attached at **Figure 2** shows the indicative walking isochrones from the application site, based on a walking speed of 80m per minute (circa 4.8km/h), up to a maximum walking distance of 3km from the site. The pedestrian isochrones indicate some of the local facilities are a walkable distance from the site. Furthermore, at around 3km access can be made to the Town Centre.
- 6.14 The plan attached at **Figure 3** shows the indicative cycling isochrones from the site, based on a cycling speed of 320m per minute (circa 12km/h), up to a maximum cycling distance of 5km from the site. The cycling isochrones indicate that the whole of the St Ives area including the employment areas to the east of the city centre are within 5km distance. As such journeys from the site to areas within St Ives are all accessible by cycle.
- 6.15 In practice, it is considered that areas outside St Ives are also reasonably accessible by cycle including parts of Huntingdon.

Local Facilities

- 6.16 The plan attached at **Figure 4** identifies a number of local facilities that are considered to be accessible from the site. These are listed in **Table 6.1** together with the distances from the centre of the site. It should also be noted that examples of key services are provided only, and is not an exhaustive list of all services in the area.

Table 6.1: Local Facilities

Facility	Distance from the Centre of the Site
The Co-operative Supermarket	500m
VG Foodstores . Convenience Store	1.3km
Wheatfields Primary School	1.3km
St Ivo School	2.2km
St Ives Town Centre	3.2km
St Ivo Outdoor Complex	1.8km
St Ives Library	3.5km
Dr C Mills . Orchard Surgery	500m
Bus Stop . Rainbow Centre	500m

Facility	Distance from the Centre of the Site
Bus Stop . Hill Rise, Ramsey Road	750m
Employment Area . St Ives Light Industrial Estate	1.9km
Employment Area . St Ives Retail Area	3.2

Source: Distances from Google Maps

6.17 **Table 6.1** demonstrates the extensive facilities that are accessible from the site and are within walking distance including primary and secondary schools, health care, top-up and main food shopping, together with community and sporting facilities.

6.18 The proximity of these facilities to the site provides the realistic opportunity for many trips to be undertaken by foot or cycle. Actual distances for some parts of the site are actually shorter than listed.

Public Transport

6.19 The nearest bus stops to the site are located on Marley Road, Hill Rise and Ramsey Road measured to be approximately 500m, 750m, and 750m from the centre of proposed site respectively as shown in **Figure 4**. The Institute of Highways and Transportation recommend that public bus services should be accessible within 400 metres. However, it is recognised that for many trips by bus individuals are prepared to walk further distances than these especially if the journey is for travel to work.

6.20 These local bus stops are all marked by a flag and pole with timetable information, with seats and shelter available at the Ramsey Road stops. The frequencies and periods of operations for local bus services are summarised in **Table 6.2**.

Table 6.2: Bus Services Operating in the Vicinity of the Site

No.	Bus Stop	Operator and Route	Frequency (Services per Hour)						
			AM Peak	Off Peak	PM Peak	First Service	Last Service	Sat	Sun
The Busway A	Ramsey Road / Hill Rise	St. Ives . Cambridge	5	4	3	05:52	19:02	4	No Service
The Busway B	Ramsey Road / Hill Rise	Peterborough . Huntingdon . St. Ives . Cambridge	4	4	4	06:23	22:38	4	1
22	Ramsey Road	St. Ives Town Circular	5 services daily 10:09, 11:09, 12:09, 13:09, 14:09			10:09	14:09	No Service	

Source: Cambridgeshire County Council (August 2018), The Busway (August 2018)

6.21 **Table 6.2** identifies there are a total of three bus services operating close to the site, two of which offer a regular service, being busway routes A and B. These services operate seven days a week providing a direct service to the town centre of St. Ives and Cambridge.

- 6.22 St. Ives bus station is located 3.4 kilometres south of the site on Station Road. Regular services can be accessed from the bus station to destinations further afield, including services to Huntingdon, Cambridge, Somersham, Earith, Ramsey and Wyton Airfield. The relevant bus route maps for St. Ives can be found at **Appendix 3**. The services outlined in **Table 6.2** operate via St. Ives bus station, serving as an interchange between local and regional services.
- 6.23 The range of existing bus services within the locality of the site provides a high level of bus services connecting to various locations around St Ives. The development then offers the opportunity to extend such services into the site or provide additional services linking the site with the town centre. However, it is important to recognise the extent of the existing services, as these ensure that development can commence without the need to change or amend these services.
- 6.24 The Guided Busway operates between Trumpington and Huntingdon via St. Ives. The facility opened in 2011 and follows part of the old railway line between Cambridge and St. Ives, allowing buses onto an access track. The track consists of two concrete beams with kerbs and guide wheels on the bus, allowing the bus to connect with the kerb and steer itself along the track. The guided busway is a traffic free bus route allowing for more efficient commuting in comparison to the private car.
- 6.25 This service provides a very good level of service connecting the site with employment areas within Cambridge and South Cambridgeshire as well as Huntingdon in the west.
- 6.26 The nearest rail station is located in Huntingdon approximately 9.2 kilometres from the centre of the site, south of the B1514 and can be accessed by connecting local bus services from St Ives. The railway station is managed by Great Northern and is situated on the East Coast Main Line rail route. **Table 6.3** summarises the frequencies of direct rail services from Huntingdon.

Table 6.3: Direct Rail Services Operating from Huntingdon Rail Station

Operator	Route	Frequency						
		AM Peak	Off Peak	PM Peak	First Service	Last Service	Sat	Sun
Thameslink / Great Northern	Peterborough . Huntingdon . Stevenage . Finsbury Park . London King's Cross / London St Pancras	2 services	2 per hour	2 services	03:389	23:35	2 per hour (8-10am 3/hr)	Hourly (9-12am 2/hr)
Thameslink / Great Northern	London King's Cross / London St Pancras . Finsbury Park . Stevenage . Huntingdon . Peterborough	2 services	2 per hour	3 services	06:27	01:59	2 per hour	Hourly

Source: Great Northern (August 2018)

6.27 **Table 6.3** demonstrates there is a regular service operating along the line via Huntingdon throughout the day in either direction. London Kings Cross can be reached in approximately one hour and Peterborough in 16 minutes.

6.28 The station is accessible via bus routes 1A (via transfer at Huntingdon Bus Station) or 45 (direct). *PLUSBUS* tickets are offered at the Huntingdon railway station or by phone, which gives unlimited bus travel around the town at the start or the end of the journey. It is possible to purchase a daily, weekly, monthly, 3 monthly or yearly *PLUSBUS* ticket for the Huntingdon area. Cycle parking is available for 212 cycles on the station's forecourt.

Travel to Work Characteristics

6.29 To understand the existing travel patterns of existing residents of St Ives in the locality of the site, the Method of Travel to Work Census 2011 data for the wards of St Ives West and St Ives East, have been reviewed.

6.30 The sites lies on the boundary of the St Ives West and St Ives East wards, therefore the combination of the two wards has been reviewed and is therefore more representative of the proposed development. **Table 6.4** presents the existing modal split for journeys to work in St Ives East and West wards.

Table 6.4: Method of Journey to Work 2011, St Ives East and West Wards

Mode of Travel	Modal Split (St Ives East)	Modal Split (St Ives West)	Combined
Train	2%	2%	2%
Bus, Minibus or Coach	5%	5%	5%
Motorcycle	1%	1%	1%
Driving a Car or Van	70%	74%	71%
Passenger Car / Van	6%	7%	6%
Bicycle	7%	4%	6%
On Foot	9%	7%	9%

Source: Census 2011

6.31 **Table 6.3** indicates that travel by car represents the highest proportion of trips at 71% of all trips. For all other modes travelling on foot is the next most common travel modes at 9%. Journeys by cycle represent 6%, similarly passengers make up 6% of journeys. Travel by local bus services represents 5% of all trips and rail 2% presenting a cumulative 7% of trips by public transport. The modal splits shows that 22% of local residents currently travel to work by sustainable means.

6.32 Whilst the level of sustainable travel is good, in the context of the Cambridgeshire area the opportunities exist to enhance sustainable travel by increasing walking, cycling and bus travel both within St Ives and also further afield.

6.33 The 2011 Census data for location of usual residence and place of work (WF01BEW) for the area in St Ives encompassing St Ives West Ward and St Ives (Output Area E02003763) have been obtained and analysed to determine where those residing in the selected area (4,792 residents) currently work. **Table 6.5** provides an overview of current work destinations from the selected areas. The Census data is attached in **Appendix 4**.

Table 6.5: Location of Work 2011 Census, St Ives East and West Wards

Location of Employment	Number of Residents	% Split of Residents
Total	4,792	100%
Huntingdonshire	2975	62%
South Cambridgeshire	613	13%
Cambridge	529	11%
Peterborough	101	2%
Wider UK	575	12%
Location of Employment	Number of Residents	% Split of Residents
Huntingdonshire	2,975	62%
St Ives	1361	28%
Huntingdon	651	14%
Needingworth / Bluntisham	187	4%
Houghton / Hemmingford	172	4%
RAF Wyton / Somersham	141	3%
Godmanchester	53	1%
Wider Huntingdonshire	410	9%

Source: Census 2011

- 6.34 **Table 6.5** shows that of the total residents, 2,975 (62%) travelled to work within Huntingdonshire, 612 (13%) in South Cambridgeshire, 529 (11%) in Cambridge and the remaining 676 (14%) throughout the country.
- 6.35 Accordingly, a significant proportion of residents work within the more local area of Huntingdon and St Ives, South Cambridgeshire and Cambridge. All of these locations offer the potential to be accessed by sustainable travel modes.
- 6.36 From those working within Huntingdonshire (2,975), 86% work locally, within St Ives (46%), Huntingdon (22%), RAF Wyton / Somersham (5%), Houghton/Hemmingford Grey (6%), Neewingworth/Bluntisham (6%) and Godmanchester (2%) totalling 2,565 residents, with the remaining 14% travelling to St. Neots and rural Huntingdonshire.
- 6.37 There are a total of 1,817 (38%) people that currently work outside of Huntingdonshire, mainly in Peterborough, Bedford, South Cambridgeshire, East Cambridgeshire, Cambridge and City of London.
- 6.38 The 2011 Census data for Car or Van availability (QS416EW) for the area in St Ives encompassing St Ives West Ward and St Ives (E05002777, E05002779) have been obtained and analysed to determine the typical household vehicle ownership in the area. The Census data is attached in **Appendix 4**. **Table 6.6** presents the existing car availability in St Ives East and West wards.

Table 6.6: Car Availability St Ives East and West Wards

Mode of Travel	Combined
No cars or vans in household	13%
1 car or van in household	46%
2 cars or vans in household	32%
3 cars or vans in household	7%
4 or more cars or vans in household	2%

Source: Census 2011

- 6.39 **Table 6.6** indicates that only 9% of households within these wards have more than 2 vehicles per household. 46% of households have at least one vehicle and 32% have 2 vehicles. 13% were noted to have no vehicles available.

Local Highway Network

- 6.40 The site has road frontage to Marley Road to the south and Old Ramsey Road. Old Ramsey Road runs north to south between the boundary of Wyton RAF base (north) and the junction with Marley Road (south). Old Ramsey Road, from approximately 12 metres north of the junction with Marley Road, is subject to the National Speed Limit for single carriageway roads. Approaching the junction with Marley Road the speed limit reduces to 40mph. Old Ramsey Road is approximately 4.2 metres in width and has no street lighting provision north of the junction with Marley Road / Hill Rise.
- 6.41 Marley Road and Hill Rise are approximately 7.3 metres in width and subject to a speed restriction of 40mph. These two roads intersect at the junction with Ramsey Road, adjacent to Old Ramsey Road where a speed restriction of 30mph is in place. There is street lighting provided largely at junctions only on Marley Road, whilst Hill Rise and Ramsey Road have street lighting lining the footways following pedestrian desire lines.
- 6.42 Marley Road routes east and links with the B1040 Somersham Road via a roundabout junction and provides a connection from St Ives to Somersham and Chatteris.
- 6.43 Hill Rise connects with the A1123 (Houghton Road), which links to Huntingdon in the west and Earith and Ely in the east.
- 6.44 Ramsey Road is approximately 7 metres in width and provides a direct link to the town centre of St Ives and other destinations located in the vicinity of the A1123, which bisects the town east-west.
- 6.45 Hill Rise, Marley Road and Ramsey Road provide a number of routes into St Ives town centre.

Strategic Road Network

- 6.46 The A14 runs on an east / west alignment to the south of St Ives and provides a strategic link between Cambridge and Huntingdon. Routes to / from the east of St Ives are anticipated to access the A14 by way of the A1123 St Audrey Lane or B1040 Somersham Road to the A1096 London Road. Routes to/from the west of St Ives are anticipated to travel to Huntingdon using the A1123 and connect to the A14 here using the B1514.

- 6.47 The A14 provides access to the M11, which routes south around the outskirts of Cambridge, continuing to East London. The A14 continues eastwards at Cambridge to Bury St Edmunds and Ipswich.
- 6.48 Beyond Huntingdon the A14 routes north-west providing a connection to Kettering and Birmingham, linking with the A1 to the north east of Huntingdon.

Future Highway Improvements

- 6.49 It was announced in May 2016 by the Transport Secretary that the proposed upgrade of 34 kilometres of the A14 between Huntingdon and Cambridge was approved, and work began in March 2017.
- 6.50 The approved scheme comprises diverting the A14 south of Brampton, Huntingdon and St. Ives, before reconnecting with the existing A14 south of Swavesey and then upgrade works continuing to Cambridge. The work is expected to be completed in 2020. Further details of the proposed works are attached in **Appendix 5**.
- 6.51 The new A14 link will take traffic to the south of Huntingdon and leave the existing A14 as a more local route still connecting to St Ives. Whilst the predicted AADT traffic flows are not predicted to change on the A1123, it is likely that the downgrading of the existing A14 will create some spare capacity on this route which is likely to reduce through traffic within St Ives.

Existing Traffic Flows

- 6.52 A review of traffic flows for the morning (08:00-09:00) and evening peak (17:00-18:00) has been prepared in order to ascertain existing two-way flows on the local road network and is shown below in **Table 6.7**.

Table 6.7: Local Highway Network Two-Way Traffic Flows

Location (Traffic Count Date)	AM Peak	PM Peak
Marley Road at Old Ramsey Road junction (<i>June 2016</i>)	755	831
Houghton Road at Hill Rise (<i>July 2016</i>)	1,861	1,930
B1040 Somersham Road southern arm of roundabout with Marley Road (<i>July 2016</i>)	1,089	1,195
A1123 St Audrey Lane west of roundabout with B1040 Somersham Road (<i>April 2016</i>)	1,535	1,530
A1123 eastern arm of roundabout with B1040 Somersham Road (<i>April 2016</i>)	2,071	2,161
A14 Westbound at London Road (<i>Average Weekday June 2016</i>)	2,328	2,600
A14 Eastbound at London Road (<i>Average Weekday June 2016</i>)	1,999	2,689

Source: 2016 Commissioned Traffic Surveys, Highways England Webtris

- 6.53 In general, it is considered that the level of traffic flow on the local roads operate within the capacity of the various routes. The level of congestion which occurs in the peak hour is generally associated with capacity constraints at the key junctions. In practice these tend to be the signal junctions along the A1123 within St Ives.

Summary

- 6.54 In summary, the site location is very well placed to benefit from access to the local facilities via sustainable modes of travel. Beyond the immediate site location, access to the city centre is readily achieved by bus, cycle or on foot. Beyond St Ives, access to employment areas can be accessed by the Busway either within Cambridge, South Cambridgeshire and Huntingdon.
- 6.55 In the context of the local road network, the existing traffic volumes taken from the traffic counts indicate the road network operating within capacity, and that where congestion exists this relates to the signal junctions along the A1123 passing through St Ives.

7 TRIP GENERATION, DISTRIBUTION, TRAFFIC IMPACT AND POTENTIAL MITIGATION

Introduction

7.1 This section of the report deals with the likely traffic generation from the North of St. Ives site and the impact this may have on the local highway network to give an indication, on the basis the Huntingdonshire Traffic Model does not include for this.

Trip Generation

7.2 For the smaller development to the west of the proposed development site for which an application has been submitted, the assessment of the likely trips associated with the development considered the TRICS database for the peak hour movements of trips overall and then applied the modal share for journeys to work to this to give an overall trip rate. However, whilst this will give an indication of the trips for a smaller scale of development, the application of the work place trips to the whole of the peak movements is likely to overstate the vehicle trips in the peak hour for a large scale of development.

7.3 Accordingly, for the proposed development a number of traffic counts would be undertaken of the residential areas to the south of Marley Road to ascertain the specific trip rates for these areas of development.

7.4 From this data it is considered that the likely trip rates will be in the region of 0.5 to 0.6 trips per dwelling in the peak hours with around 80% leaving in the AM peak and 80% returning in the PM peak.

7.5 Based on this level of trips it is likely that the development will generate some 750 two way movements with circa 600 movements leaving the development in the AM peak and 150 arriving to the development. These figures would be reversed for the PM peak.

7.6 For the employment element of the development **Table 7.1** provides the likely number of vehicle movements that would be generated by the development of circa 18,350sqm B1 / B2 commercial space. Given the proximity of the residential areas to the west and south of the employment site it is likely that these figures are robust and overstate the development flows.

Table 7.1: Trip Generation - Circa 18,350sqm Commercial Space B1/B2 Land Use - Vehicle Trip Rates

Time Period	Morning Peak			Evening Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rate	1.481	0.235	1.716	0.17	1.276	1.446
Vehicle Trips	272	43	315	31	234	265

Source: TRICS Database

7.7 Accordingly, there are anticipated to be approximately 315 morning peak hour two-way flows and 265 evening two-way flows for the proposed employment area.

7.8 Given the proximity of the residential areas to the employment area and the opportunities to walk and cycle it is anticipated that the employment trips would reduce by circa 20% to reflect the mode shift and also the consistent trips which were both employment and residential associated with the development. Hence the overall trips are likely to be as shown in **Table 7.2**.

Table 7.2: Total Traffic Movements

Time Period	Morning Peak			Evening Peak		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Residential	150	600	750	600	150	750
Employment	218	34	252	25	187	212
Total	368	634	1,002	625	337	962

Source: TRICS Database

Traffic Distribution

7.9 To establish the likely route that traffic will use during the morning and evening peak periods, the above information from the 2011 Census set out in **Table 6.5** data has been used together with Google Maps direction routing choice. A plan indicating these routes and indicative trip distribution at a local and strategic level is provided in **Appendix 6**.

7.10 Based on the existing work locations of local residents, there would be large opportunities for sustainable travel to and from work, particularly within St Ives, Huntingdon, Cambridge and South Cambridgeshire. This would therefore provide a likelihood of decreased vehicle trips and an increase in pedestrian, cycling and public transport trips in particular the guided bus service that operates between St Ives, Huntingdon and Cambridge. Such an assessment would form part of any detailed appraisal of the site.

Traffic Impact and Potential Mitigation

7.11 The areas for mitigation will be in the first instance to ensure the environment of Marley Road is made more pedestrian friendly and that the route is not a barrier to movements from north to south and vice versa.

7.12 Beyond this location as previously identified, measures to promote and enhance pedestrian and cycle connection to the south will be enhanced which may include Wayfinding strategies together with pedestrian enhancements.

7.13 Bus measures will be improved and whilst buses can be diverted into the site, the proximity of the site to the existing services would suggest that the services be retained as is and improvements made to existing bus stops etc. by way of improved shelters, real time bus information etc. In practice the greatest opportunity to enhance bus travel will be to offer free bus passes to each property for a period of up to 6 months.

7.14 When looking at the distribution of traffic to the network it can be seen that the majority of the key junctions within St Ives would be affected by increases in traffic as demonstrated in **Table 7.3**.

Table 7.3: Assessment of Increased Traffic Movements to Key Junctions

Location (Traffic Count Date)	Existing Peak Flows		% of Development Traffic Impacting on Junction	Additional Peak Flows	
	AM	PM		AM	PM
Marley Road / Old Ramsey Road / Ramsey Road / Hill Rise Junction	777	905	48%	481	462
Houghton Road / Hill Rise / High Leys Junction	2,104	2,073	25%	251	241
A1123 St Audrey Lane / Houghton Road / Ramsey Road	-	-	23%	230	221
B1040 Somersham Road / Marley Road Roundabout	1,336	1,464	52%	521	500
A1123 St Audrey Lane / B1040 Somersham Road Roundabout	2,543	2,644	46%	531	443
A1123 / Stocks Bridge Way / Harrison Way Roundabout	-	-	46%	531	443
A1096 Harrison Way / Meadow Lane Roundabout	-	-	47%	471	452

Source: RPS Commissioned Traffic Surveys, RPS Calculations

7.15 The opportunities to address the likely impact on the various junctions are set out below.

Marley Road / Old Ramsey Road / Ramsey Road / Hill Rise Junction

7.16 This junction is the existing staggered crossroads and will be fairly central to the overall development. Given the existing flows on Marley Road are relatively low it is considered that even with the addition of the development traffic the overall junction arrangements will operate within capacity.

Houghton Road / Hill Rise / High Leys Junction

7.17 This junction is a staggered signal controlled arrangement, which currently experiences queuing at peak times. It is identified within the St Ives transport strategy for improvements for buses. The development proposal increases traffic movements through this junction in the region of 11%.

7.18 Opportunities exist to improve the junction as there is some limited land around the junctions within the public highway that may offer the chance for some capacity enhancements, as identified within the HSTS and considered within the associated traffic modelling. Further measures could be introduced to improve capacity via alterations to the pedestrian crossing facilities within the junction or through the inclusion of MOVA to optimise the signal operation. Such measures would be considered as part of a detailed assessment.

A1123 St Audrey Lane / A1123 Houghton Road / Ramsey Road

7.19 This junction in the centre of St Ives is a signal controlled cross road. The routing of traffic from the development will add to the levels of traffic at this junction.

7.20 Given the extent of highway land around this junction opportunities exist to enhance the capacity of the junction through carriageway widening as well as through the introduction of MOVA within the signal control of the junction. The HSTS traffic modelling included for localised capacity enhancements at this junction. See **Appendix 7** for an indicative arrangement option.

B1040 Somersham Road / Marley Road Roundabout

- 7.21 This junction is to the east of the development and will experience much of the development traffic heading to the south, east, north and west of St Ives. The existing roundabout is considered to operate within capacity at present with opportunities to improve the operational performance of the junction through approach widening to the junction on the various arms of the roundabout.
- 7.22 However, if greater levels of capacity were required at this junction then the layout of the road could be amended to introduce a signal controlled junction although this is unlikely to be necessary. See **Appendix 7** for an indicative arrangement option.

A1123 St Audrey Lane / B1040 Somersham Road / A1123 Roundabout

- 7.23 This roundabout whilst operating within capacity at the moment is likely to experience capacity issues as traffic levels increase generally. Accordingly, the proposed development will need to look to provide enhancements to the junction, which could be in the form of improved entry lanes to the junction and better lane management on approach. The Huntingdonshire traffic model includes for capacity improvements at this junction.
- 7.24 There appears to be highway land available to achieve this. However, if the capacity of the junction became a more onerous issue an alternative option would be to consider a signal arrangement to replace the existing roundabout. See **Appendix 7** for an indicative arrangement option.

A1123 / Stocks Bridge Way / A1096 Harrison Way Roundabout

- 7.25 This roundabout is closely associated with the above junction and any assessment would need to ensure the capacity issues at one junction did not interact with the other.
- 7.26 The junction appears to operate within capacity and given the fairly large scale nature of the junction will accommodate the existing traffic and likely additional traffic from the development.
- 7.27 Opportunities do exist around this junction to enhance the capacity of the junction through improvements to the approaches to the roundabout.

A1096 Harrison Way / Meadow Lane Roundabout

- 7.28 This junction generally operates within capacity. The proposed development will add to the flows at this junction and impact on the capacity of the junction. In this regard it is considered that the approaches on the main route through the junction can be enhanced, allowing better queue on approach and therefore the passage of traffic through the junction.
- 7.29 Detailed capacity assessment of this junction will be required to demonstrate the measures proposed will mitigate for the impact of the development traffic.

Summary

- 7.30 In summary, the assessment of the development traffic included above is likely to be overstating the overall effect of the development. The next stage of assessment work would consider the likely trips associated with the development by reference to local trip rates recorded through traffic surveys.

- 7.31 Subject to this work, more detailed assessments of the various junctions are required; however it is considered that the proposed development traffic can be accommodated on the local road network through a series of mitigation measures.
- 7.32 In looking at the opportunities for measures to mitigate the development it must be recognised that the development offers realistic options for alternative modes of travel with the town centre and local facilities being within easy walking and cycling distance of the site.
- 7.33 Furthermore, the access to bus travel and specifically the Busway provides a mode of travel to Huntingdon, Cambridge and South Cambridgeshire which should be maximised for residents of the proposed development.

8 CONCLUSIONS

Introduction

- 8.1 This Transport Report has been prepared on behalf of The Abbey Group Cambridgeshire Limited to support their submissions made with respect to the Huntingdonshire Local Plan with regard to their interests at the Land North of St. Ives.
- 8.2 It has been prepared in relation to Matter 8, the proposed allocations and in the context of the spatial strategy for St Ives. It has been provided in response to the traffic modelling that has been released for review as part of the Local Plan Examination.
- 8.3 The report has considered the opportunities for access to the Land North of St. Ives and the likely overall impact of the development on the local highway network. Consideration has also been given to the opportunities for sustainable travel to and from this location in the context of the impact this would have on the traffic model.
- 8.4 The report demonstrates that the location of the development provides a sustainable location for development where the opportunities for sustainable travel can be maximised. Furthermore, it is considered that this initial assessment demonstrates that the development will not result in a residual cumulative impact that could be considered to be severe in accordance with the requirements of the NPPF (2012 and 2018).

Summary

- 8.5 In relation to the Huntingdonshire Draft Local Plan, which is the subject of this examination, it is considered that the development accords with the various requirements of the Guidance in the context of the spatial proximity to the key facilities.
- 8.6 A review of the Council's HELAA has been undertaken with respect to the Land North of St. Ives and the nearby Giffords Park (land east of St. Ives) site proposals.
- 8.7 It has been concluded that the Council's position from the HEALA is the same for both sites in that they are not viable due to highway infrastructure constraints; however, it is considered the Land North of St. Ives should not be discounted on highway grounds for the following reasons:
- The site is well located to provide strong links to existing local facilities and services in St. Ives, which future residents would readily be able to connect with, as noted by the Council in the HELAA;
 - The site would provide additional facilities and services on site along with enhanced bus provision, and therefore it will be able to maximise internalisation of trips and minimise the need to travel by car; and
 - The site would be able to minimise the potential impact of the development on the local highway network, which could be achieved more readily and effectively than Giffords Park.

- 8.8 This report has reviewed the HSTS and the associated traffic modelling data, which has been released for review as part of the Local Plan Examination. Whilst the model does not consider the potential impacts of the Land North of St. Ives, as the Council discounted this site on the grounds some (20%) of the site was not suitable for residential development and due to *known highway constraints*. this report highlights that the indicative Masterplan (**Appendix 1**) has taken account of the land that is not suitable for residential development and demonstrates that the quantum of development proposed could be delivered.
- 8.9 The HSTS and the associated traffic model has therefore been considered in the context of the nearby comparable Giffords Park development (located to the east of St. Ives), which has been considered within the model, and how this relates to the Land North of St. The report concludes that whilst the developments are comparable in terms of proposed land uses and quantum of development, the individual locations would result in different trip generation characteristics and thus impacts on the local highway network.
- 8.10 The Land North of St. Ives is better placed to be able to provide strong connections to the existing built form of St. Ives and the facilities and services within, as noted by the Council within the HELAA and as a result would have far better potential for minimising the need to travel and maximising the opportunities for travel by sustainable modes, thereby minimising the traffic generation of the site and its impact on the local highway network.
- 8.11 The HSTS concluded that development Scenario 3, which included Giffords Park, would generate the lowest impacts of the various development scenarios considered by the traffic model, with a view to delivering a significant level of development, and the various mitigation packages proposed would have greatest benefit to Scenario 3.
- 8.12 The differences between Giffords Park and North of St. Ives have been considered by this report and it is concluded that the Land North of St. Ives would have less of an impact on the highway network.
- 8.13 This report demonstrates that the site is in an accessible location and the access arrangement accords to the relevant design standards.
- 8.14 The development location is very well placed to benefit from access to local facilities via sustainable modes of travel. Beyond the immediate site, access to the town centre is readily achieved by bus, cycle, or on foot..
- 8.15 Access to bus travel and specifically the busway provides a mode of travel to Huntingdon, Cambridge and South Cambridgeshire which should be maximised for residents of the proposed development.
- 8.16 The localised traffic counts demonstrate levels of traffic are within the operational capacity of the various links with the issue of capacity only likely to affect the peak-hour operation of some junctions.
- 8.17 It is considered that the effect of the development traffic can be mitigated by measures within the local highway network at the key junctions, although further detailed assessments will be required to demonstrate this.

- 8.18 The improvement measures that will provide benefits to the local highway network and pedestrian and cycle network could include:
- Reducing the vehicle speeds on Marley Road past the proposed site;
 - Upgrading of Old Ramsey Road south of proposed site access junctions to tie in with existing;
 - Enhancements to existing cycle and pedestrian routes close to the site combined with new pedestrian crossing points and enhanced crossing points to improve the safety of those accessing the site;
 - Enhancements to public transport services to the site; and
 - Enhancement measures at the key junctions.
- 8.19 In summary, it is considered that the development of the site offers the opportunity to accommodate in the region of 1,500 dwellings together with 18,350sqm employment, education, commercial uses and a local retail centre, in a sustainable location where measures can be provided to address existing transport issues to ensure the residual cumulative impact of the development is not severe in accordance with the requirements of the NPPF (2012 and 2018).
- 8.20 Opportunities to contain trips on site will be maximised and strong connections with the existing built form of St. Ives can be achieved to enable residents to access the existing facilities and services via non car modes, thereby minimising the impacts of the development on the local highway network.
- 8.21 The development can also provide measures that allow the broader network and committed developments to benefit from the infrastructure provided by the development. Finally, the report identifies that safe and suitable access can be provided to the development.
- 8.22 It is therefore considered that the Land North of St. Ives should form an allocated site within the Huntingdonshire Local Plan to 2036 as it offers a realistic and viable opportunity to deliver a significant level of housing and employment land in a sustainable location and to provide improvements, due to its scale, to the benefit of the wider area.

FIGURES

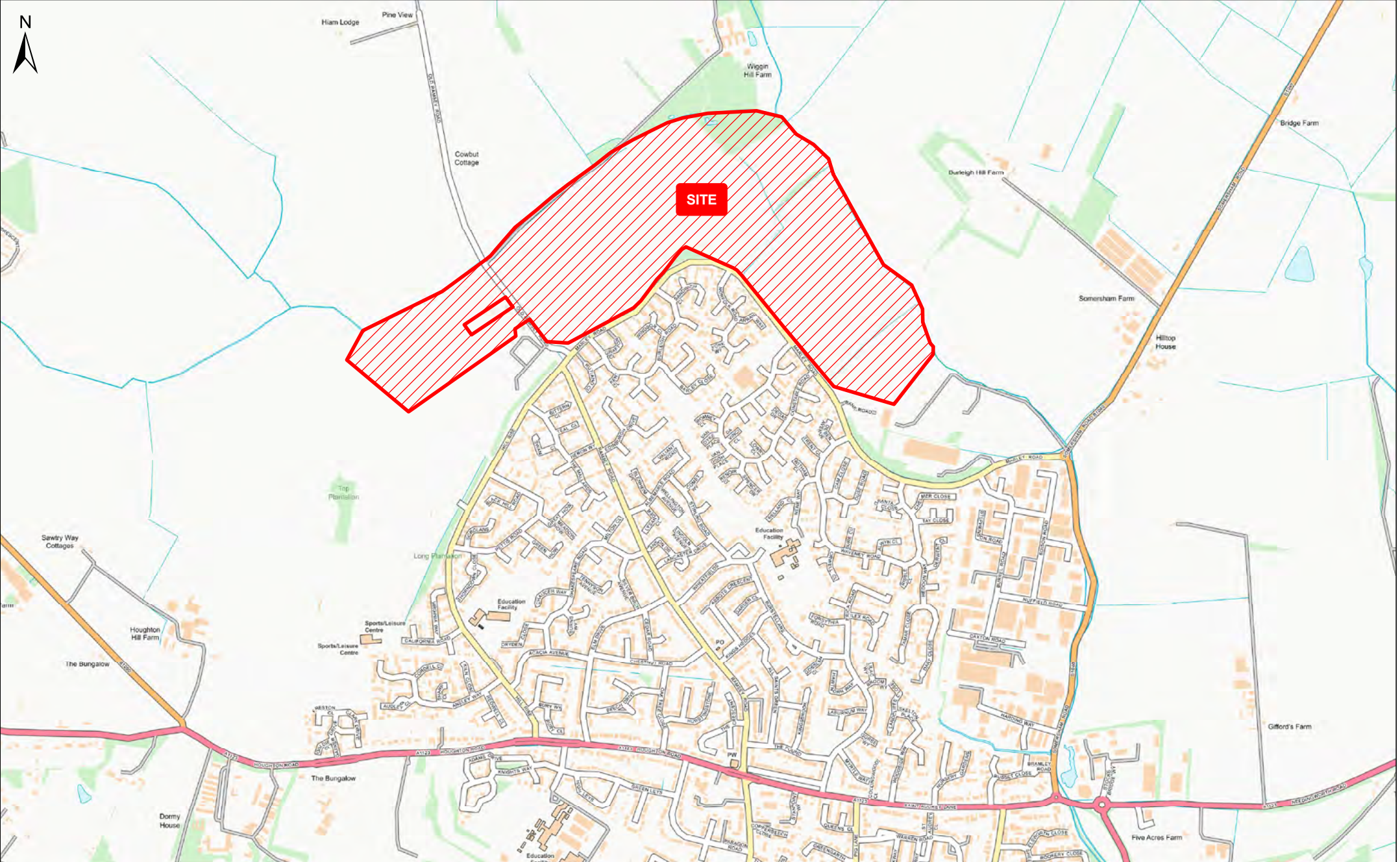
Figure 1 . Site Location

Figure 2 . Walking Isochrones

Figure 3 . Cycling Isochrones

Figure 4 . Local Facilities Plan

Figure 5 . Local Bus Services

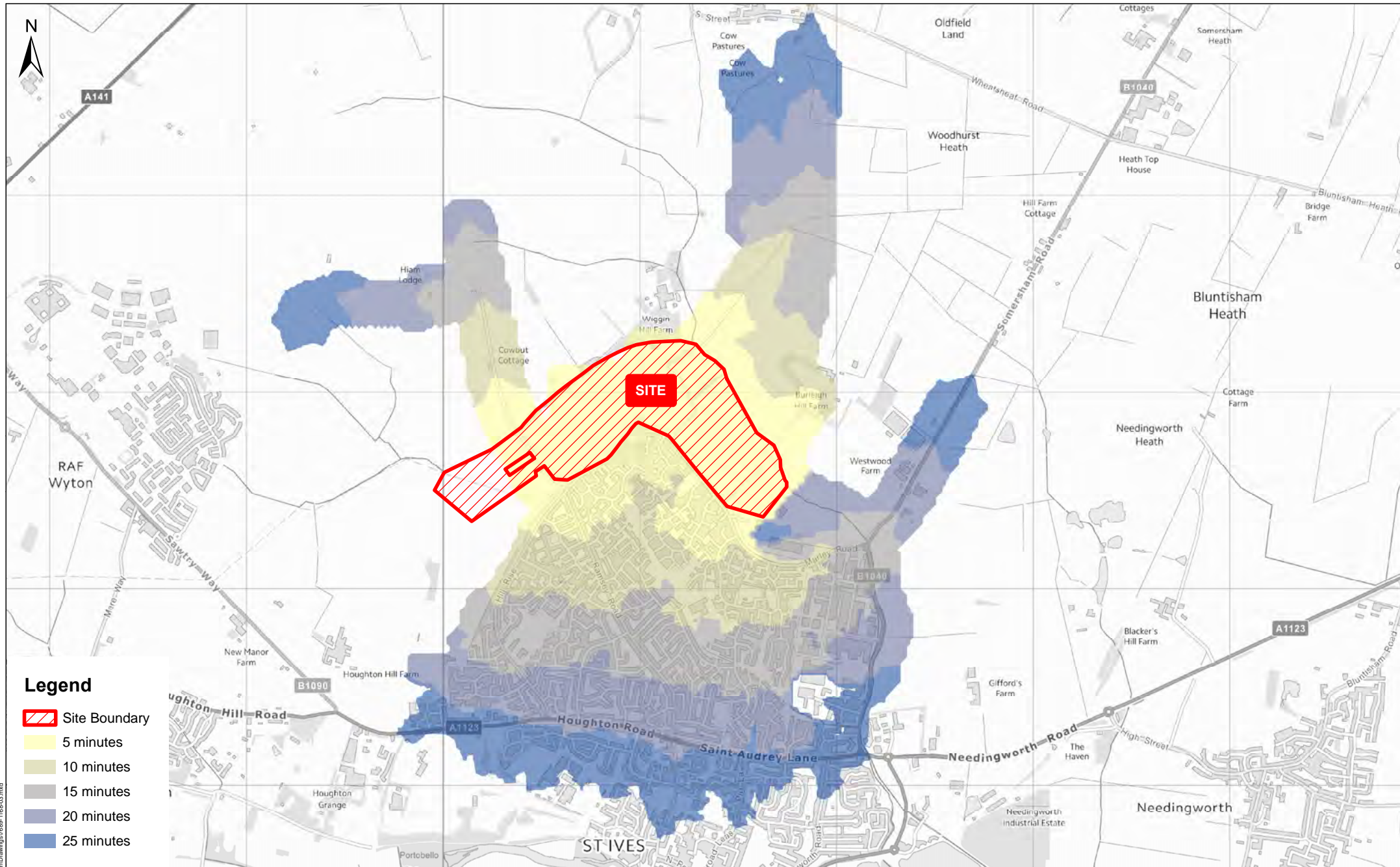


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




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 Title: SITE LOCATION PLAN

Figure No: 1

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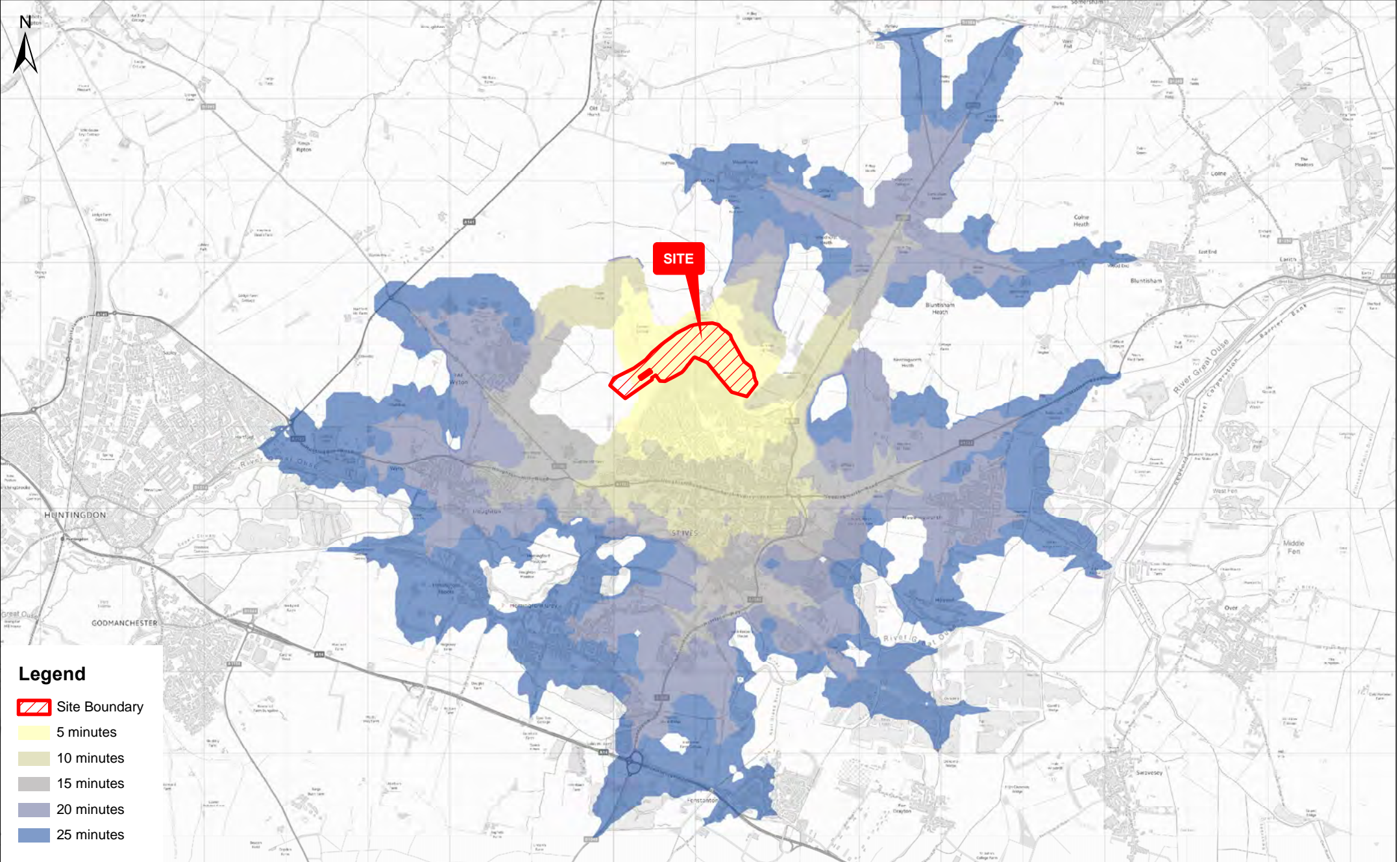
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Project: ST IVES NORTH
 Title: WALK ISOCHRONE
 Figure No: 2



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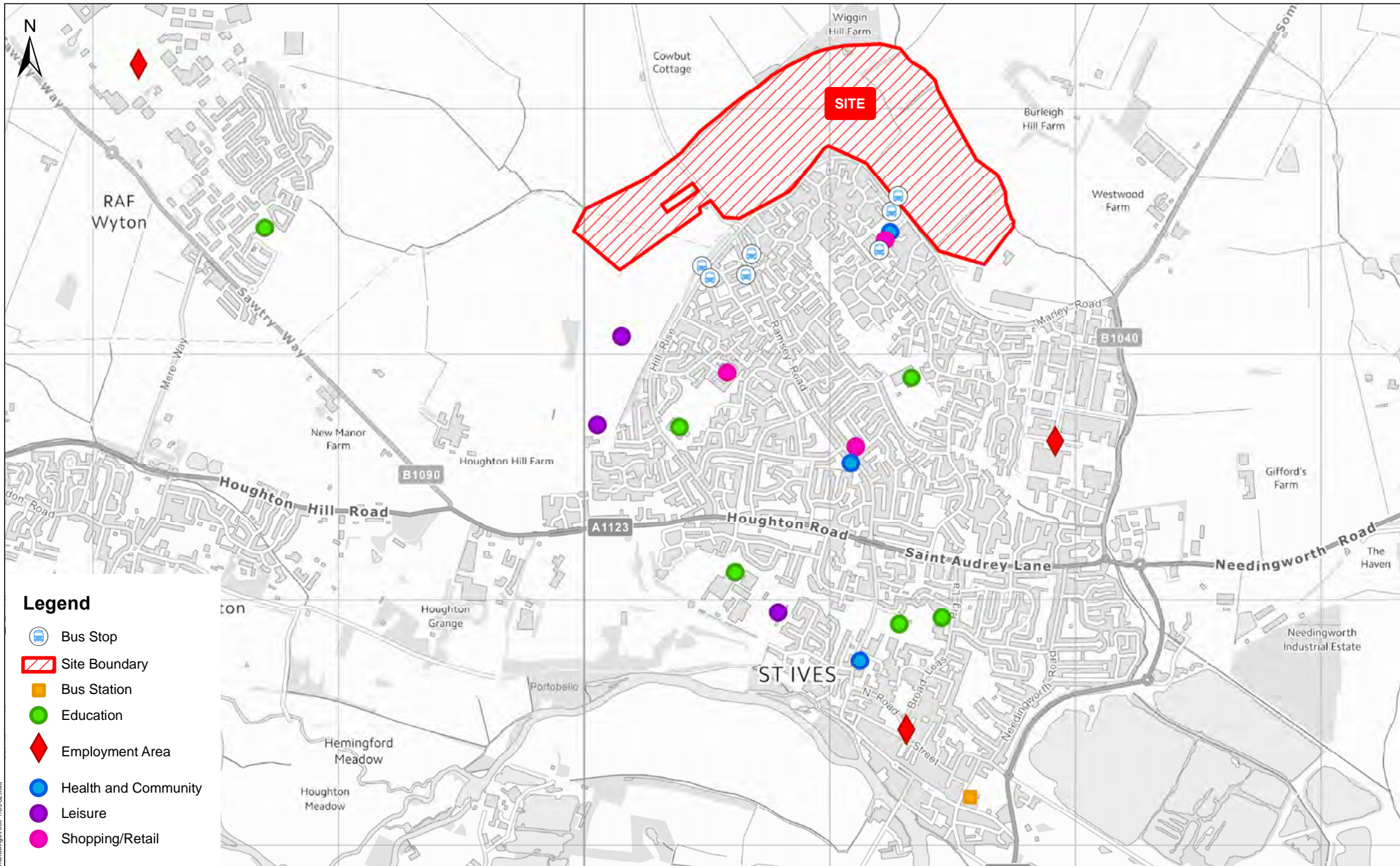


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Project: ST IVES NORTH
 Title: CYCLE ISOCHRONE

Figure No: 3

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Legend

-  Bus Stop
-  Site Boundary
-  Bus Station
-  Education
-  Employment Area
-  Health and Community
-  Leisure
-  Shopping/Retail

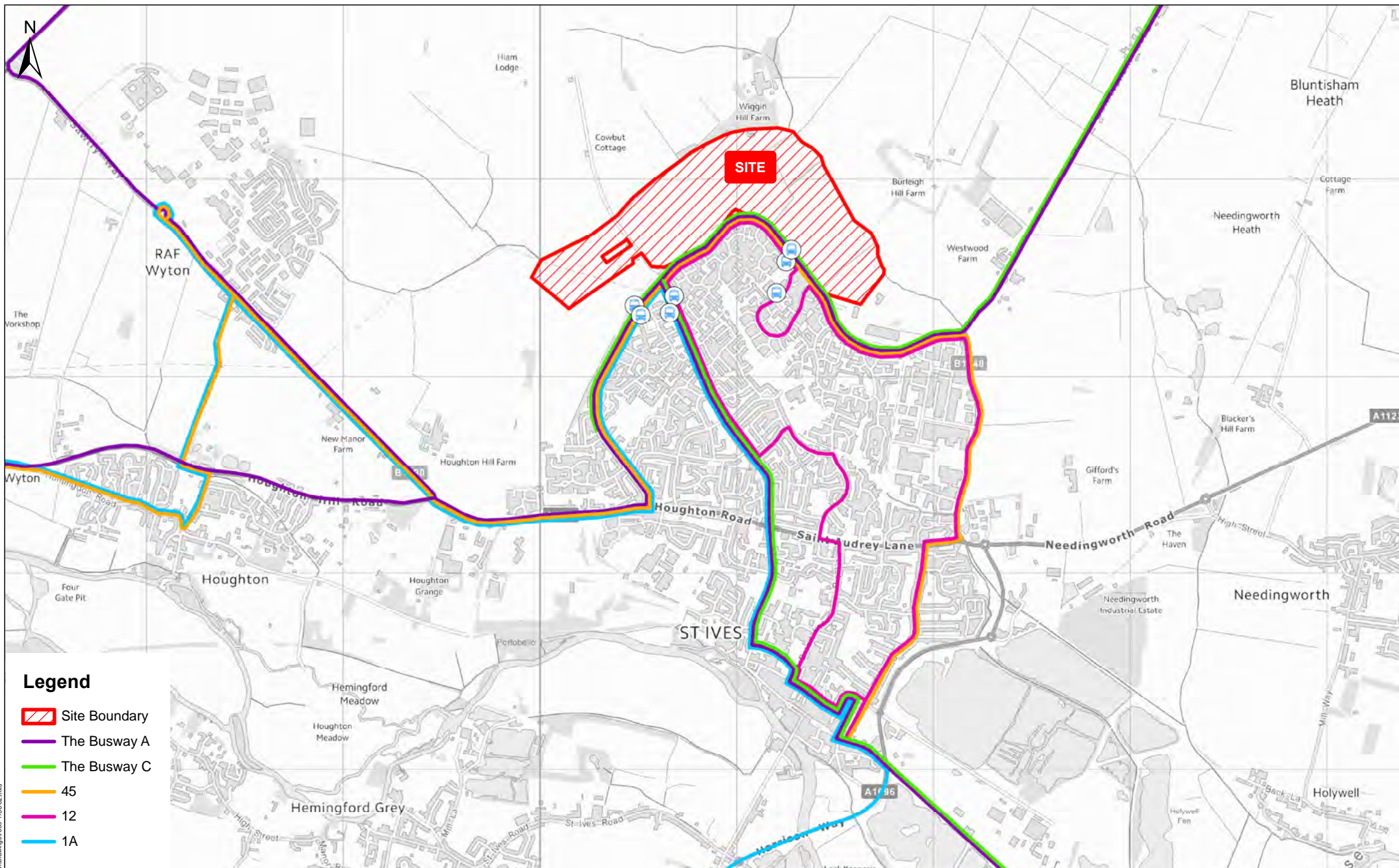


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 Drwg. No: JNY9215-02 Drawn: BM Checked: WA







Project:
ST IVES NORTH
 Title:
LOCAL FACILITIES PLAN

Figure No:
4

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Legend

-  Site Boundary
-  The Busway A
-  The Busway C
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-  12
-  1A



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Project:
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 Title:
BUS ROUTES

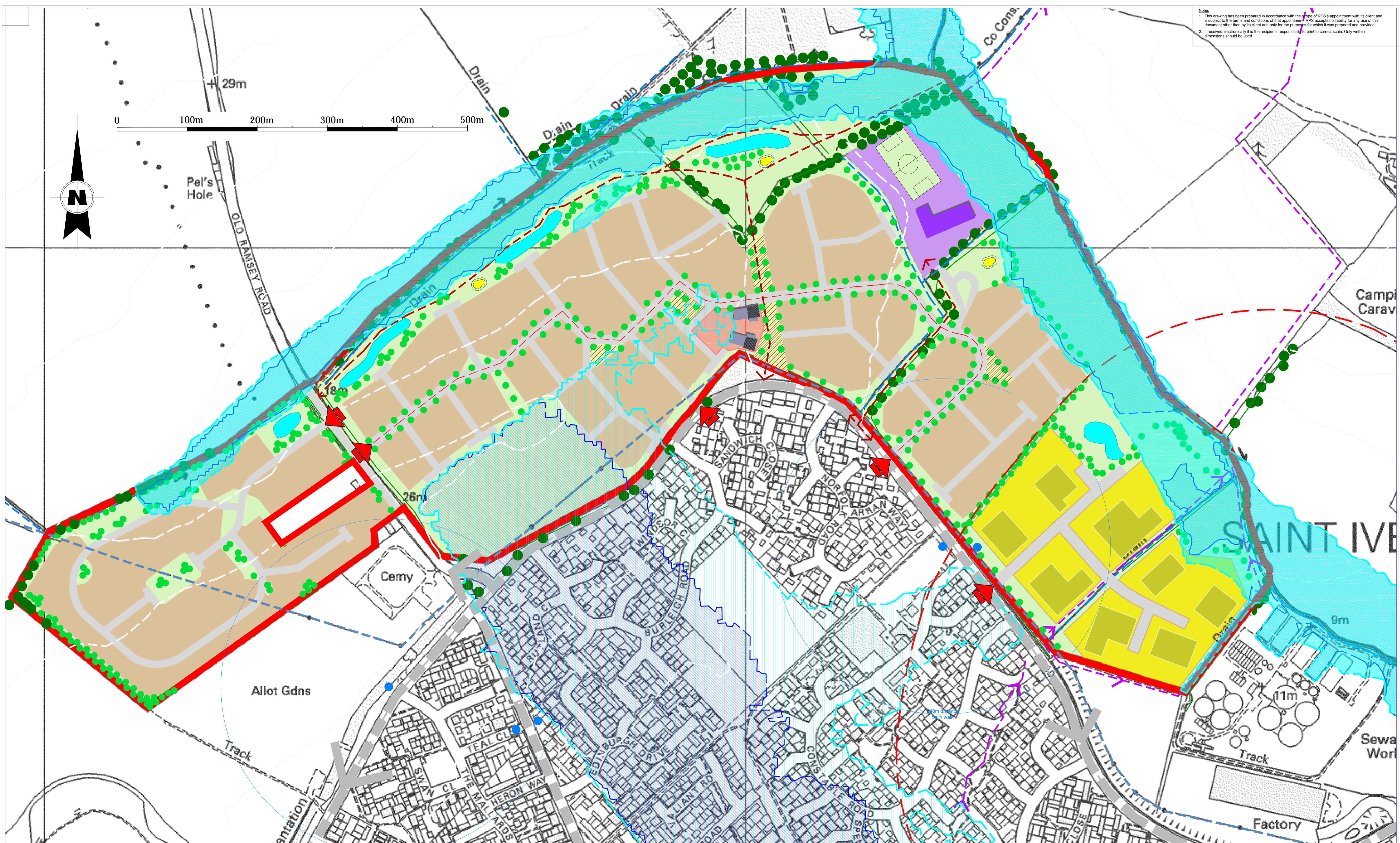
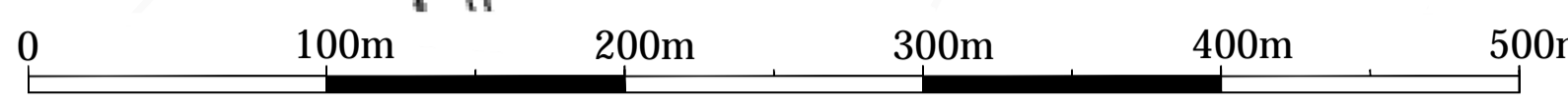
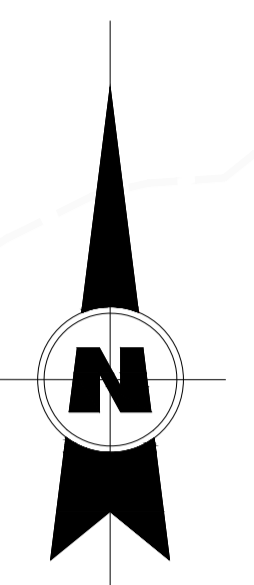
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APPENDICES

APPENDIX 1 – MASTERPLAN

Notes
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Key

- | | | | | | |
|---------------------------------|-------------------------------|----------------------------------|---|--------------------------------------|--|
| Application Site Boundary | Employment | Residential Roads | Bus stops with 240m/5min distance/walking circles | W7AM exclusion zone | Existing Contours |
| Residential Area | Vehicular Access Points | Local Squares | Overhead Power Line | Proposed Trees | Indicative Flood Zone 2 Ecological enhancement areas |
| Primary School Site and Grounds | Primary Road / Bus Route | Existing Public Right of Way | Informal Open Space | Proposed Hedges | Indicative Flood Zone 3 Ecological enhancement areas |
| Local Centre | Residential Tree lined Avenue | Footpath Network and Connections | Existing Vegetation | Indicative Attenuation Pond / Swales | Children's Play Area |

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Job/drg. No: **AAH3376**
 Date: **20/01/17** Rev: **C**
 Drawn: **DJ** Scale: **NTS**

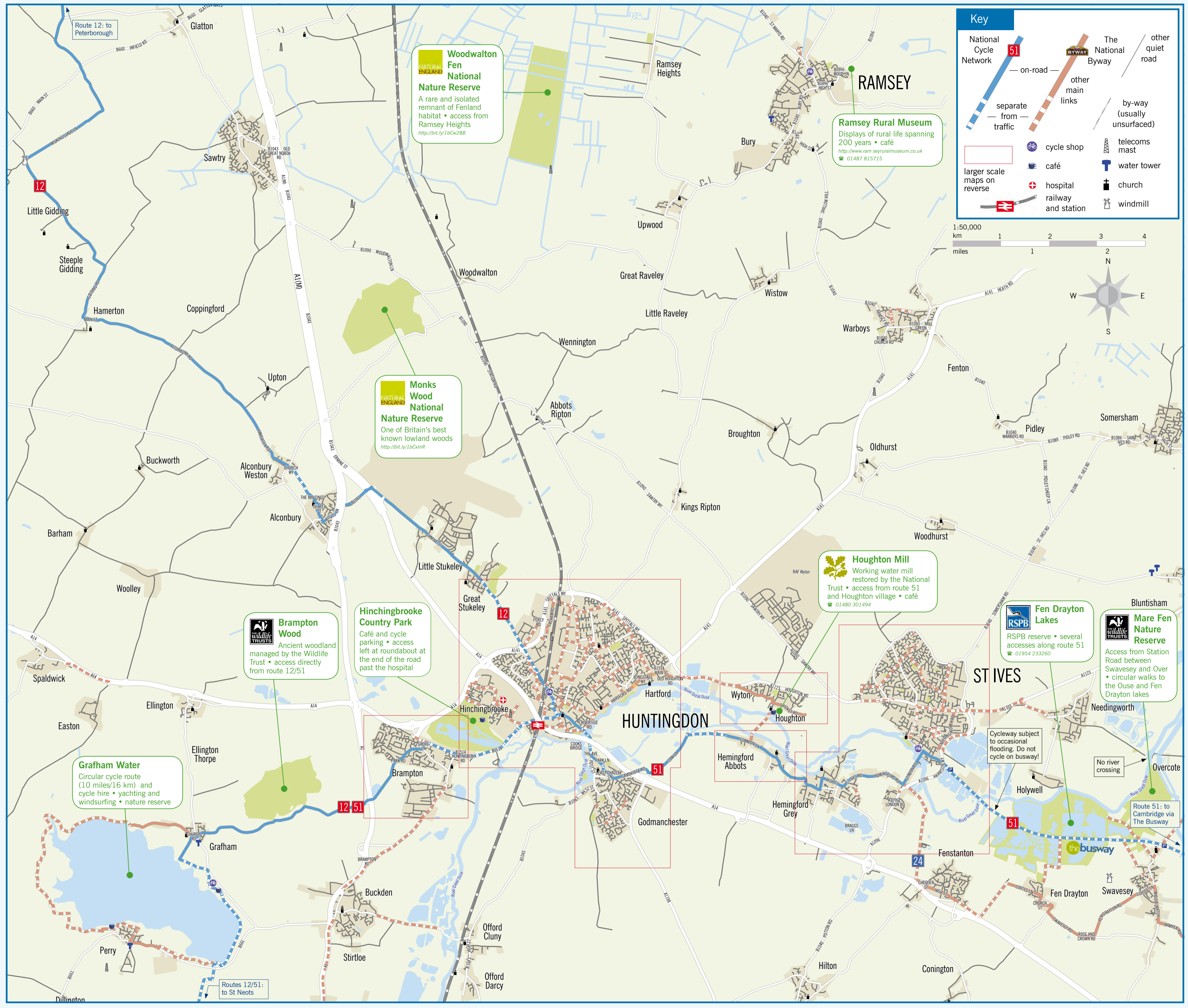
Client: **Abbey Properties Cambridgeshire Ltd. & Jane Norman and Richard Edward Anderson.**
 Project: **St. Ives North**
 Title: **Masterplan**

LEAP - LOCAL EQUIPPED AREA OF PLAY
 NEAP - NEIGHBOURHOOD EQUIPPED AREA OF PLAY

Notes
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Rev C: Bus route amended to Old Ramsey Road. 09/03/17
 Rev B: Application area amended and residential area increased. 06/03/17
 Rev A: Amendments made following Clients comments. 27/01/17
 Rev:
 For guidance only. Do not scale off this drawing

APPENDIX 2 – LOCAL PEDESTRIAN AND CYCLE ROUTES



Woodwalton Fen National Nature Reserve
 A rare and isolated remnant of Fenland habitat • access from Ramsey Heights
<http://bit.ly/1bCw28B>

Monks Wood National Nature Reserve
 One of Britain's best known lowland woods
<http://bit.ly/1bCxlR>

Brampton Wood
 Ancient woodland managed by the Wildlife Trusts • access directly from route 12/51

Hinchingsbrooke Country Park
 Café and cycle parking • access left at roundabout at the end of the road past the hospital

Grafham Water
 Circular cycle route (10 miles/16 km) and cycle hire • yachting and windsurfing • nature reserve

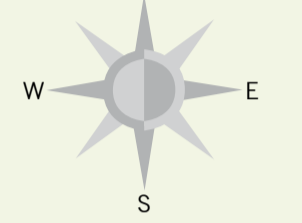
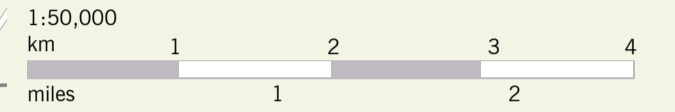
Houghton Mill
 Working water mill restored by the National Trust • access from route 51 and Houghton village • café
 01480 301494

Fen Drayton Lakes
 RSPB reserve • several accesses along route 51
 01954 233260

Mare Fen Nature Reserve
 Access from Station Road between Swavesey and Over • circular walks to the Ouse and Fen Drayton lakes

Key

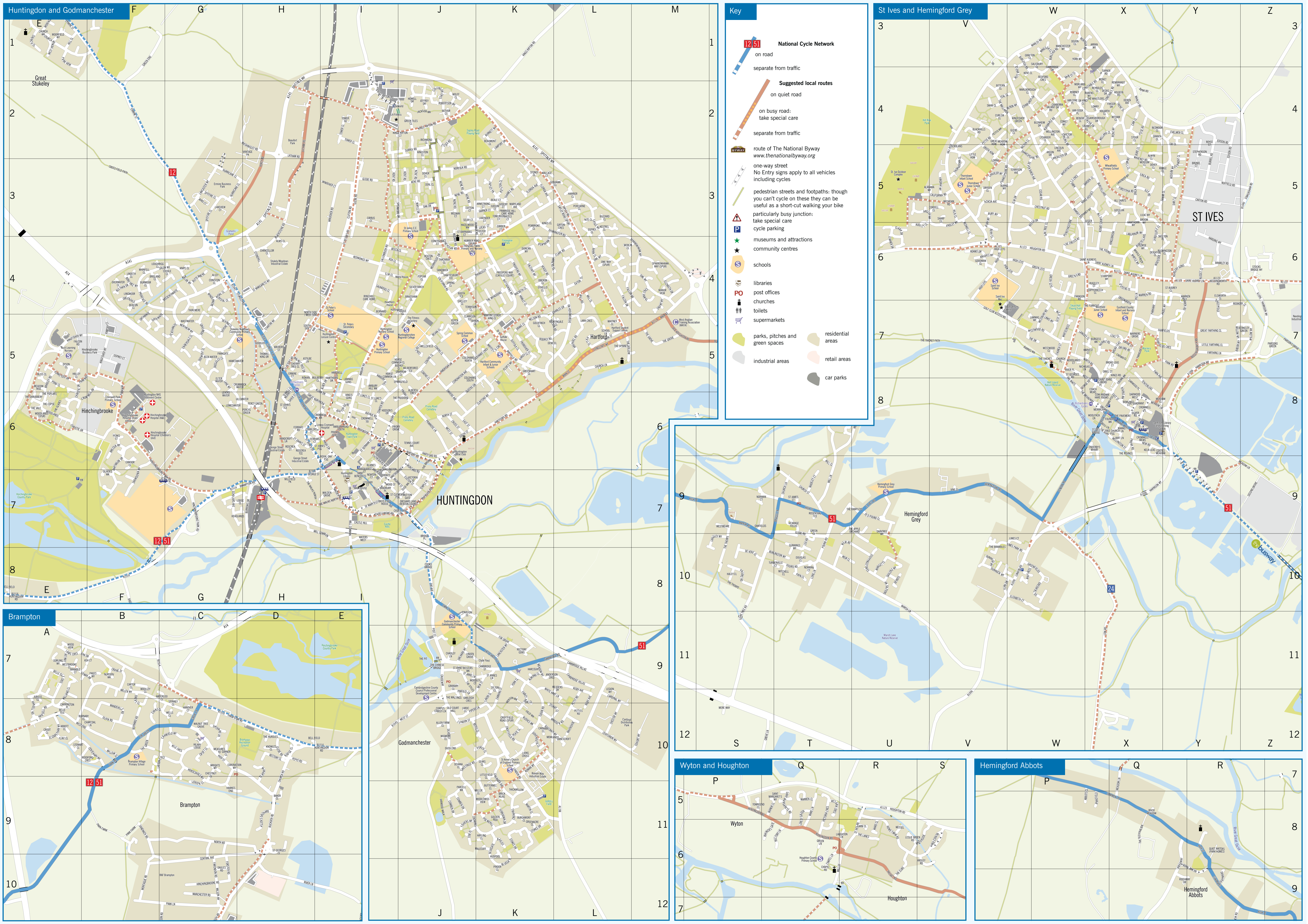
- National Cycle Network 51
- on-road
- separate from traffic
- larger scale maps on reverse
- cycle shop
- café
- hospital
- railway and station
- The National Byway
- other main links
- by-way (usually unsurfaced)
- telecoms mast
- water tower
- church
- windmill
- other quiet road



Routes 12/51: to St Neots

Cycleway subject to occasional flooding. Do not cycle on busway!
 No river crossing

Route 51: to Cambridge via The Busway



Huntingdon and Godmanchester

St Ives and Hemingford Grey

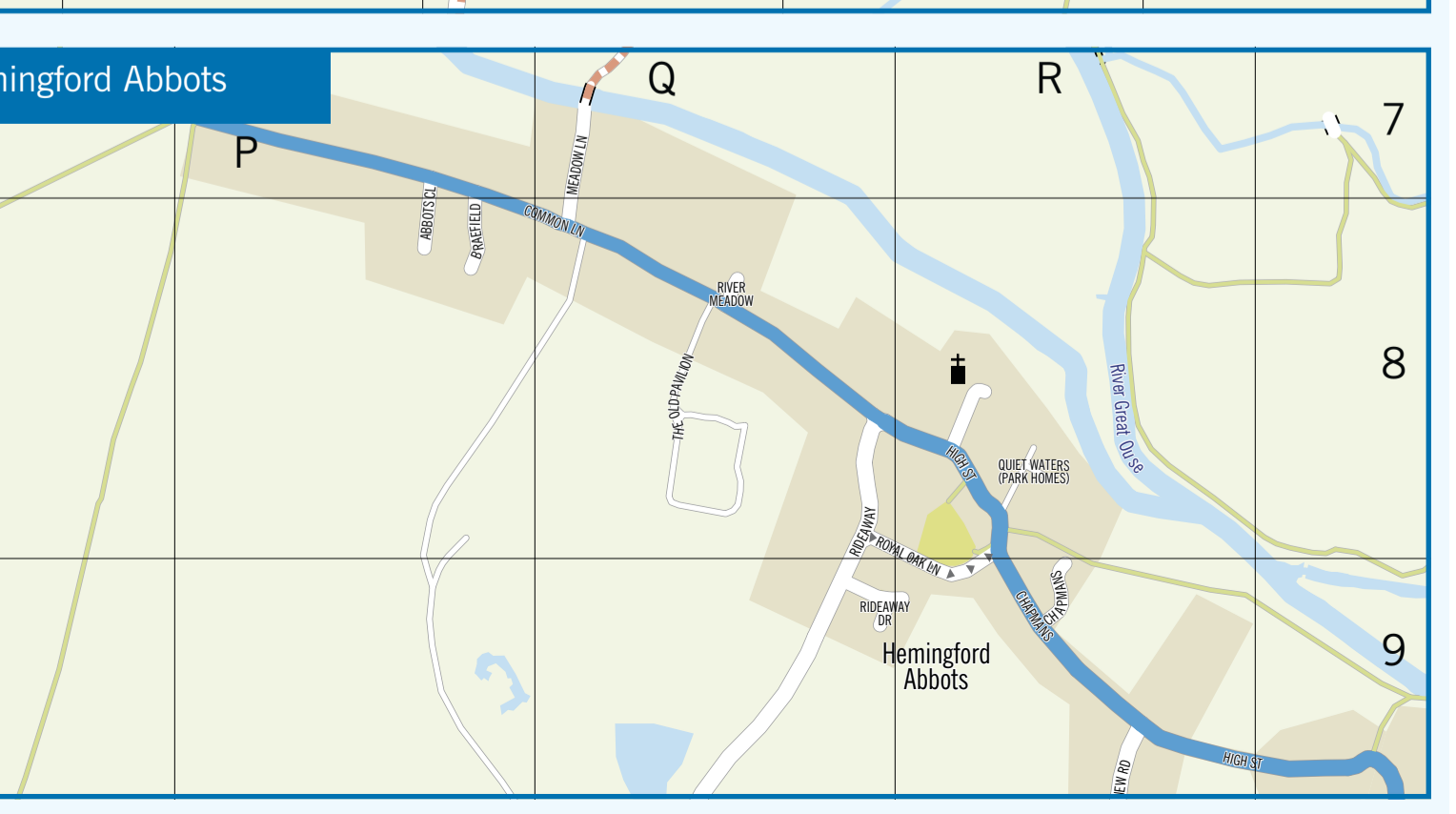
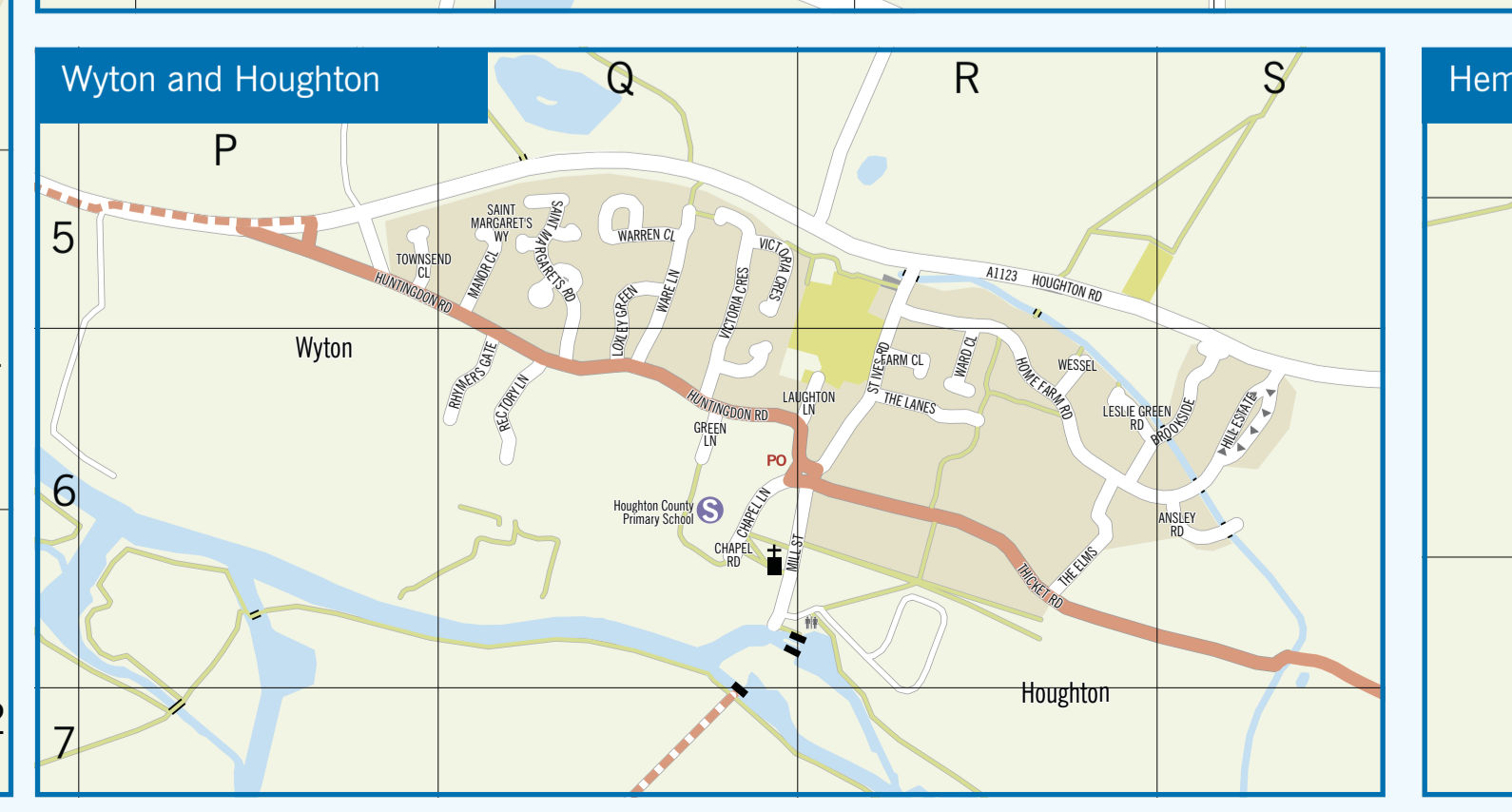
Brampton

Wyton and Houghton

Hemingford Abbots

Key

- 12 51** National Cycle Network
 - on road
 - separate from traffic
- Suggested local routes**
 - on quiet road
 - on busy road: take special care
 - separate from traffic
- route of The National Byway** www.thenationalbyway.org
- one-way street**
No Entry signs apply to all vehicles including cycles
- pedestrian streets and footpaths: though you can't cycle on these they can be useful as a short-cut walking your bike
- particularly busy junction: take special care
- cycle parking
- museums and attractions
- community centres
- schools
- libraries
- post offices
- churches
- toilets
- supermarkets
- parks, pitches and green spaces
- industrial areas
- residential areas
- retail areas
- car parks



APPENDIX 3 – BUS ROUTE MAPS



the busway routes

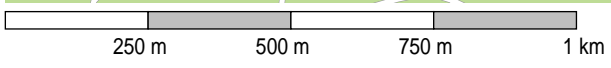
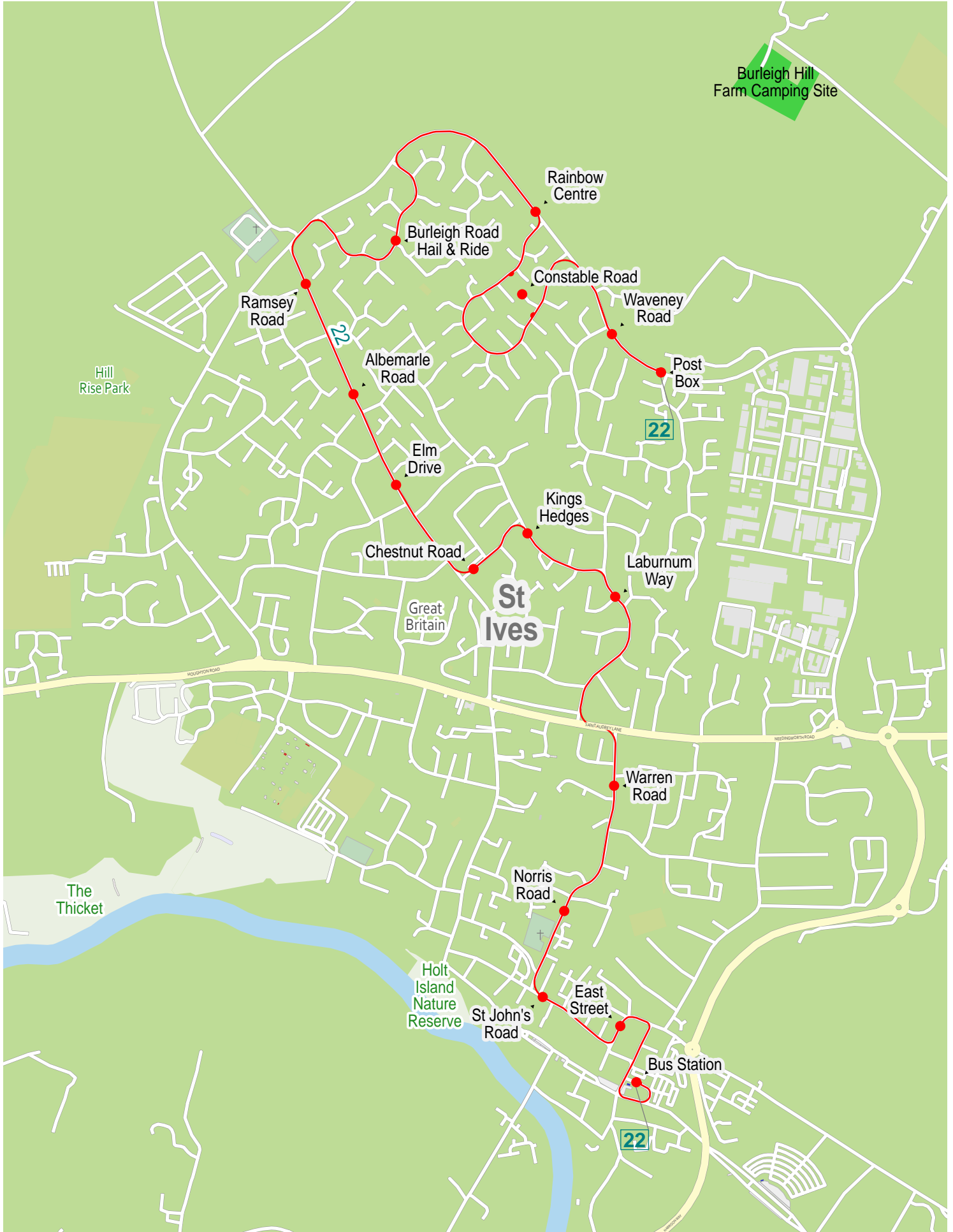
- ROUTE **A** run by Stagecoach
- ROUTE **B** run by Stagecoach
- ROUTE **C** run by Whippet
- ROUTE **N** run by Stagecoach
- ROUTE **R** run by Stagecoach
- ROUTE **U** run by Whippet

these stops are in zone 4 if travelling from the north and in zone 5 if travelling from the south

Route map for Stagecoach in the Fens service 22 (outbound)



Route map for Stagecoach in the Fens service 22 (inbound)



APPENDIX 4 – CENSUS DATA

QS416EW - Car or van availability

ONS Crown Copyright Reserved [from Nomis on 24 March 2017]

population	All households; All cars or vans
units	Households
date	2011
rural urban	Total

Cars	E05002777 : St	E05002779 : St
	Ives East	Ives West
All categories: Car or van avail:	2,885	1,187
No cars or vans in household	370	169
1 car or van in household	1,374	482
2 cars or vans in household	899	408
3 cars or vans in household	190	104
4 or more cars or vans in house	52	24

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.

Some counts will be affected, particularly small counts at the lowest geographies.

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 22 March 2017]

population	All usual residents aged 16 to 74
units	Persons
date	2011
rural urban	Total

Method of Travel to Work	E05002777 : St Ives East	E05002779 : St Ives West
All categories: Method of travel to work	5,337	2,141
Work mainly at or from home	143	79
Underground, metro, light rail	5	0
Train	66	25
Bus, minibus or coach	195	69
Taxi	19	4
Motorcycle, scooter or moped	40	10
Driving a car or van	2,756	1,024
Passenger in a car or van	239	95
Bicycle	270	56
On foot	358	99
Other method of travel to work	15	6
Not in employment	1,231	674

In order to protect against disclosure of personal information, records have been swapped between different geographic areas.

Some counts will be affected, particularly small counts at the lowest geographies.

WF01BEW - Location of usual residence and place of work (OA level)

ONS Crown Copyright Reserved [from Nomis on 22 March 2017]

population All usual residents ages 16 and over in employment the week before the census

units Persons

date 2011

currently residing in

E02003763 :

Huntingdonshire 011

place of work

E02003753 : Huntingdonshire 001	5
E02003754 : Huntingdonshire 002	2
E02003755 : Huntingdonshire 003	36
E02003756 : Huntingdonshire 004	14
E02003757 : Huntingdonshire 005	22
E02003758 : Huntingdonshire 006	141
E02003759 : Huntingdonshire 007	187
E02003760 : Huntingdonshire 008	153
E02003761 : Huntingdonshire 009	21
E02003762 : Huntingdonshire 010	189
E02003763 : Huntingdonshire 011	677
E02003764 : Huntingdonshire 012	477
E02003765 : Huntingdonshire 013	684
E02003766 : Huntingdonshire 014	53
E02003767 : Huntingdonshire 015	42
E02003768 : Huntingdonshire 016	172
E02003769 : Huntingdonshire 017	14
E02003770 : Huntingdonshire 018	10
E02003771 : Huntingdonshire 019	24
E02003772 : Huntingdonshire 020	5
E02003773 : Huntingdonshire 021	28
E02003774 : Huntingdonshire 022	19
E02003775 : South Cambridgeshire 001	12
E02003776 : South Cambridgeshire 002	4
E02003777 : South Cambridgeshire 003	65
E02003778 : South Cambridgeshire 004	29
E02003779 : South Cambridgeshire 005	72
E02003780 : South Cambridgeshire 006	44
E02003781 : South Cambridgeshire 007	93
E02003783 : South Cambridgeshire 009	21
E02003784 : South Cambridgeshire 010	10
E02003785 : South Cambridgeshire 011	25
E02003786 : South Cambridgeshire 012	4
E02003787 : South Cambridgeshire 013	7
E02003788 : South Cambridgeshire 014	12
E02003789 : South Cambridgeshire 015	11
E02003790 : South Cambridgeshire 016	2
E02003791 : South Cambridgeshire 017	31
E02003792 : South Cambridgeshire 018	9

E02003793 : South Cambridgeshire 019	7
E02006873 : South Cambridgeshire 020	41
E02006874 : South Cambridgeshire 021	113
E02003732 : East Cambridgeshire 001	6
E02003733 : East Cambridgeshire 002	7
E02003734 : East Cambridgeshire 003	10
E02003735 : East Cambridgeshire 004	20
E02003736 : East Cambridgeshire 005	4
E02003737 : East Cambridgeshire 006	1
E02003738 : East Cambridgeshire 007	9
E02003739 : East Cambridgeshire 008	2
E02003740 : East Cambridgeshire 009	0
E02006825 : East Cambridgeshire 011	0
Huntingdonshire	2,975
South Cambridgeshire	612
Cambridge	529
Peterborough	101
East Cambridgeshire	59
Bedford	52
Westminster, City of London	46
Fenland	34
Central Bedfordshire	31
North Hertfordshire	28
Forest Heath	13
South Gloucestershire	13
East Northamptonshire	12
Cornwall, Isles of Scilly	11
Uttlesford	10
St Edmundsbury	10
Camden	10
Milton Keynes	10
Stevenage	9
North Kesteven	8
Luton	8
South Kesteven	7
Kettering	7
Northampton	7
Wellingborough	7
Norwich	7
Lambeth	7
East Hertfordshire	6
King's Lynn and West Norfolk	5
Enfield	5
Tower Hamlets	5
Corby	4
Broxbourne	4
South Norfolk	4
Islington	4
Kensington and Chelsea	4
Leeds	3
South Holland	3

South Northamptonshire	3
Harlow	3
Hertsmere	3
Welwyn Hatfield	3
Ipswich	3
Hackney	3
Southwark	3
New Forest	3
Bristol, City of	3
Nottingham	2
Stoke-on-Trent	2
Shropshire	2
Birmingham	2
Coventry	2
Braintree	2
Brentwood	2
Barnet	2
Hammersmith and Fulham	2
Harrow	2
Hounslow	2
Slough	2
Aylesbury Vale	2
South Bucks	2
Rushmoor	2
South Oxfordshire	2
Vale of White Horse	2
Tandridge	2
County Durham	1
Northumberland	1
South Tyneside	1
Preston	1
Bury	1
Rochdale	1
Trafford	1
Wigan	1
Richmondshire	1
Sheffield	1
Bradford	1
Harborough	1
Oadby and Wigston	1
Daventry	1
Newcastle-under-Lyme	1
Stafford	1
Tamworth	1
North Warwickshire	1
Nuneaton and Bedworth	1
Rugby	1
Warwick	1
Basildon	1
Chelmsford	1
Colchester	1

Epping Forest	1
Rochford	1
Three Rivers	1
Breckland	1
Babergh	1
Suffolk Coastal	1
Barking and Dagenham	1
Ealing	1
Havering	1
Kingston upon Thames	1
Newham	1
Reading	1
Portsmouth	1
Chiltern	1
Wycombe	1
Gosport	1
Hart	1
Winchester	1
Canterbury	1
Sevenoaks	1
Cherwell	1
Oxford	1
West Oxfordshire	1
Spelthorne	1
Crawley	1
Mid Sussex	1
Wiltshire	1
North Somerset	1
Swindon	1
South Hams	1
Cotswold	1
Gloucester	1
Stroud	1
Caerphilly	1
Powys	1
Hartlepool	0
Middlesbrough	0
Redcar and Cleveland	0
Stockton-on-Tees	0
Darlington	0
Gateshead	0
Newcastle upon Tyne	0
North Tyneside	0
Sunderland	0
Halton	0
Warrington	0
Blackburn with Darwen	0
Blackpool	0
Cheshire East	0
Cheshire West and Chester	0
Allerdale	0

Barrow-in-Furness	0
Carlisle	0
Copeland	0
Eden	0
South Lakeland	0
Burnley	0
Chorley	0
Fylde	0
Hyndburn	0
Lancaster	0
Pendle	0
Ribble Valley	0
Rossendale	0
South Ribble	0
West Lancashire	0
Wyre	0
Bolton	0
Manchester	0
Oldham	0
Salford	0
Stockport	0
Tameside	0
Knowsley	0
Liverpool	0
St. Helens	0
Sefton	0
Wirral	0
Kingston upon Hull, City of	0
East Riding of Yorkshire	0
North East Lincolnshire	0
North Lincolnshire	0
York	0
Craven	0
Hambleton	0
Harrogate	0
Ryedale	0
Scarborough	0
Selby	0
Barnsley	0
Doncaster	0
Rotherham	0
Calderdale	0
Kirklees	0
Wakefield	0
Derby	0
Leicester	0
Rutland	0
Amber Valley	0
Bolsover	0
Chesterfield	0
Derbyshire Dales	0

Erewash	0
High Peak	0
North East Derbyshire	0
South Derbyshire	0
Blaby	0
Charnwood	0
Hinckley and Bosworth	0
Melton	0
North West Leicestershire	0
Boston	0
East Lindsey	0
Lincoln	0
West Lindsey	0
Ashfield	0
Bassetlaw	0
Broxtowe	0
Gedling	0
Mansfield	0
Newark and Sherwood	0
Rushcliffe	0
Herefordshire, County of	0
Telford and Wrekin	0
Cannock Chase	0
East Staffordshire	0
Lichfield	0
South Staffordshire	0
Staffordshire Moorlands	0
Stratford-on-Avon	0
Bromsgrove	0
Malvern Hills	0
Redditch	0
Worcester	0
Wychavon	0
Wyre Forest	0
Dudley	0
Sandwell	0
Solihull	0
Walsall	0
Wolverhampton	0
Southend-on-Sea	0
Thurrock	0
Castle Point	0
Maldon	0
Tendring	0
Dacorum	0
St Albans	0
Watford	0
Broadland	0
Great Yarmouth	0
North Norfolk	0
Mid Suffolk	0

Waveney	0
Bexley	0
Brent	0
Bromley	0
Croydon	0
Greenwich	0
Haringey	0
Hillingdon	0
Lewisham	0
Merton	0
Redbridge	0
Richmond upon Thames	0
Sutton	0
Waltham Forest	0
Wandsworth	0
Medway	0
Bracknell Forest	0
West Berkshire	0
Windsor and Maidenhead	0
Wokingham	0
Brighton and Hove	0
Southampton	0
Isle of Wight	0
Eastbourne	0
Hastings	0
Lewes	0
Rother	0
Wealden	0
Basingstoke and Deane	0
East Hampshire	0
Eastleigh	0
Fareham	0
Havant	0
Test Valley	0
Ashford	0
Dartford	0
Dover	0
Gravesham	0
Maidstone	0
Shepway	0
Swale	0
Thanet	0
Tonbridge and Malling	0
Tunbridge Wells	0
Elmbridge	0
Epsom and Ewell	0
Guildford	0
Mole Valley	0
Reigate and Banstead	0
Runnymede	0
Surrey Heath	0

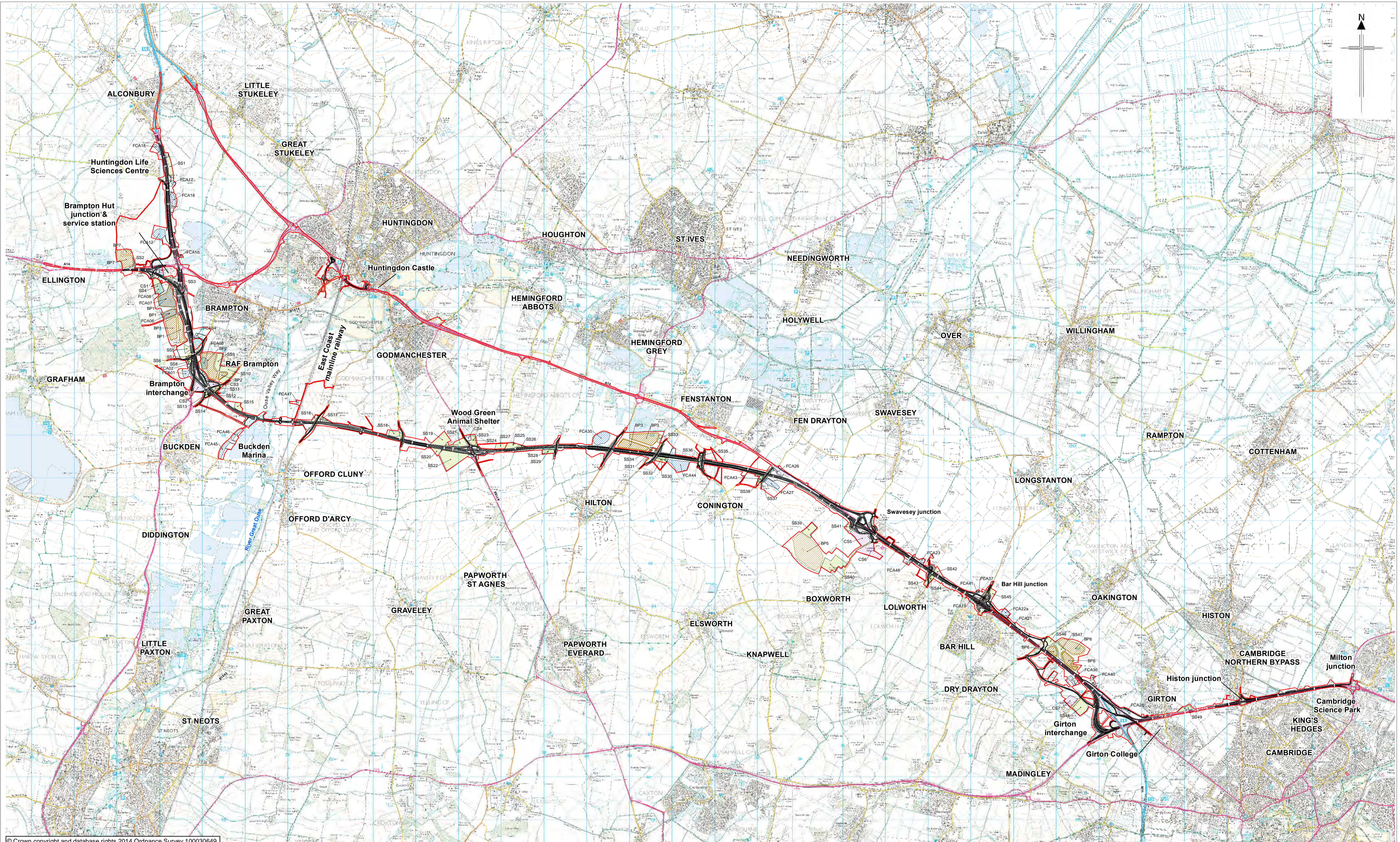
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Woking	0
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Chichester	0
Horsham	0
Worthing	0
Bath and North East Somerset	0
Plymouth	0
Torbay	0
Bournemouth	0
Poole	0
East Devon	0
Exeter	0
Mid Devon	0
North Devon	0
Teignbridge	0
Torridge	0
West Devon	0
Christchurch	0
East Dorset	0
North Dorset	0
Purbeck	0
West Dorset	0
Weymouth and Portland	0
Cheltenham	0
Forest of Dean	0
Tewkesbury	0
Mendip	0
Sedgemoor	0
South Somerset	0
Taunton Deane	0
West Somerset	0
Isle of Anglesey	0
Gwynedd	0
Conwy	0
Denbighshire	0
Flintshire	0
Wrexham	0
Ceredigion	0
Pembrokeshire	0
Carmarthenshire	0
Swansea	0
Neath Port Talbot	0
Bridgend	0
The Vale of Glamorgan	0
Cardiff	0
Rhondda Cynon Taf	0
Blaenau Gwent	0
Torfaen	0
Monmouthshire	0

Newport	0
Merthyr Tydfil	0

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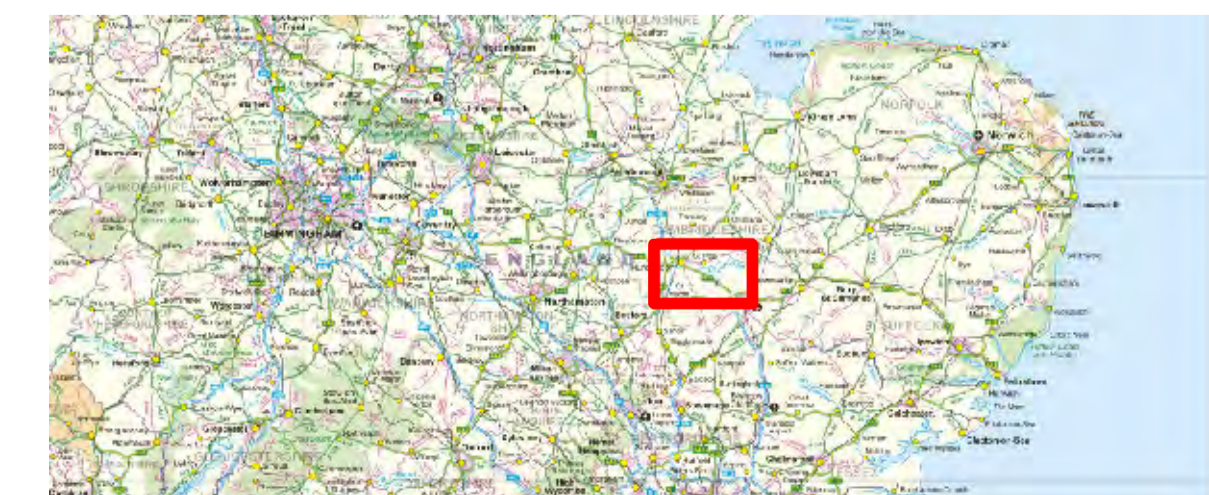
APPENDIX 5 – A14 IMPROVEMENT WORKS



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- Legend**
- DCO boundary
 - A14 scheme November 2014
 - Proposed borrow pits
 - Proposed compound sites
 - Proposed soil storage areas
 - Proposed flood compensation areas
 - Gantries

0 0.5 1 2 3 4 5 km
 Scale @A1:1:40,000 Scale @A3:1:80,000



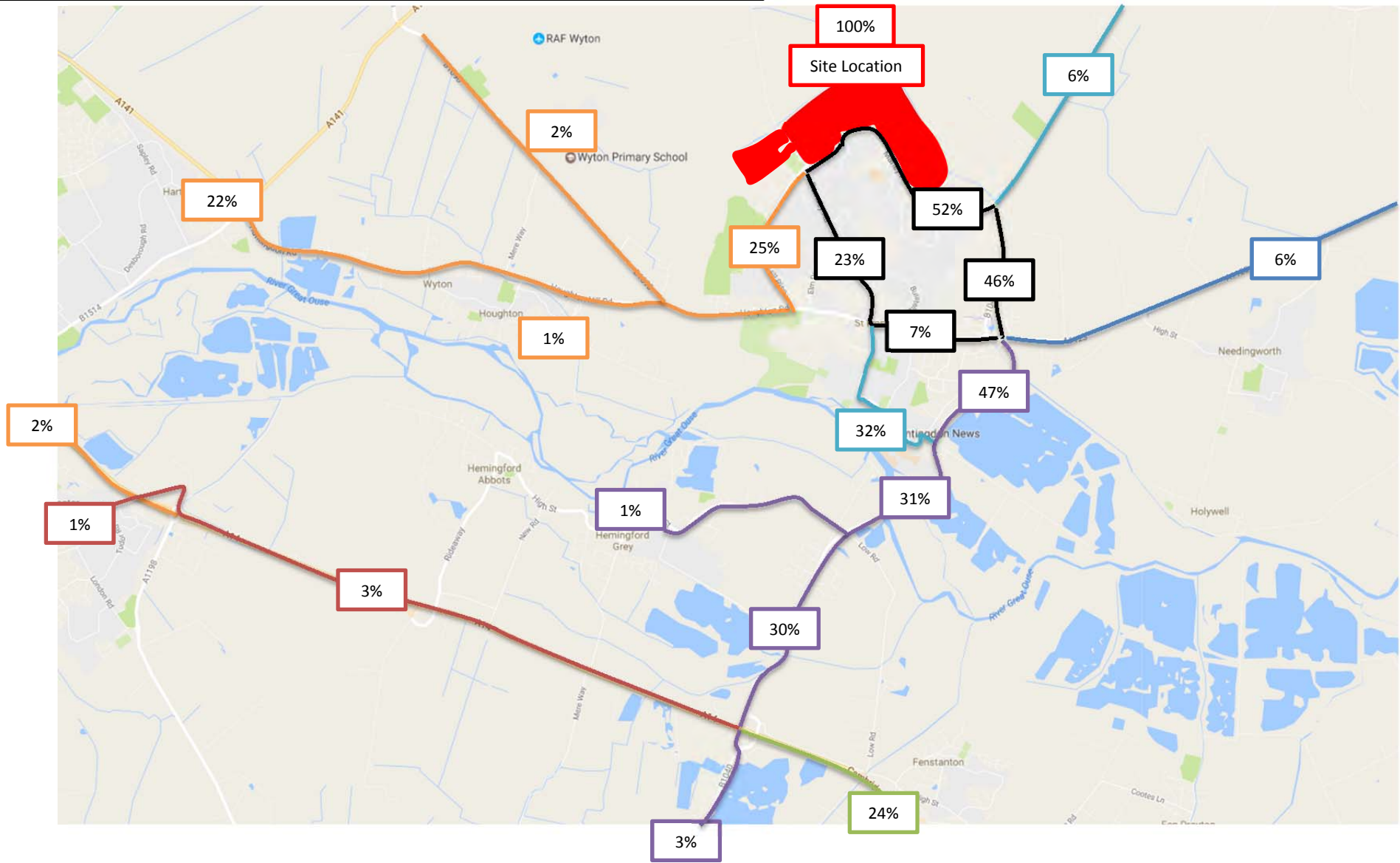
LOCATION PLAN

A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENT SCHEME

Environmental statement 2014
 Figure 1.1: Site location and context

APPENDIX 6 – TRIP DISTRIBUTION

Trip Distribution – Assumed Local Routes based on 2011 Census



APPENDIX 7 – INDICATIVE JUNCTION ARRANGEMENTS



Improvements to approach queuing/ capacity

Ramsey Road

Houghton Road

+ 9.1m

Saint Audrey Lane

Ramsey Road

Shelter

Gas Gov

8.6m

Improvements to approach queuing/ capacity

Improved flare on approach to the junction

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Improvements to signal controls to include MOVA systems

Rev	Description	Date	Initial	Checked
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Project St Ives North

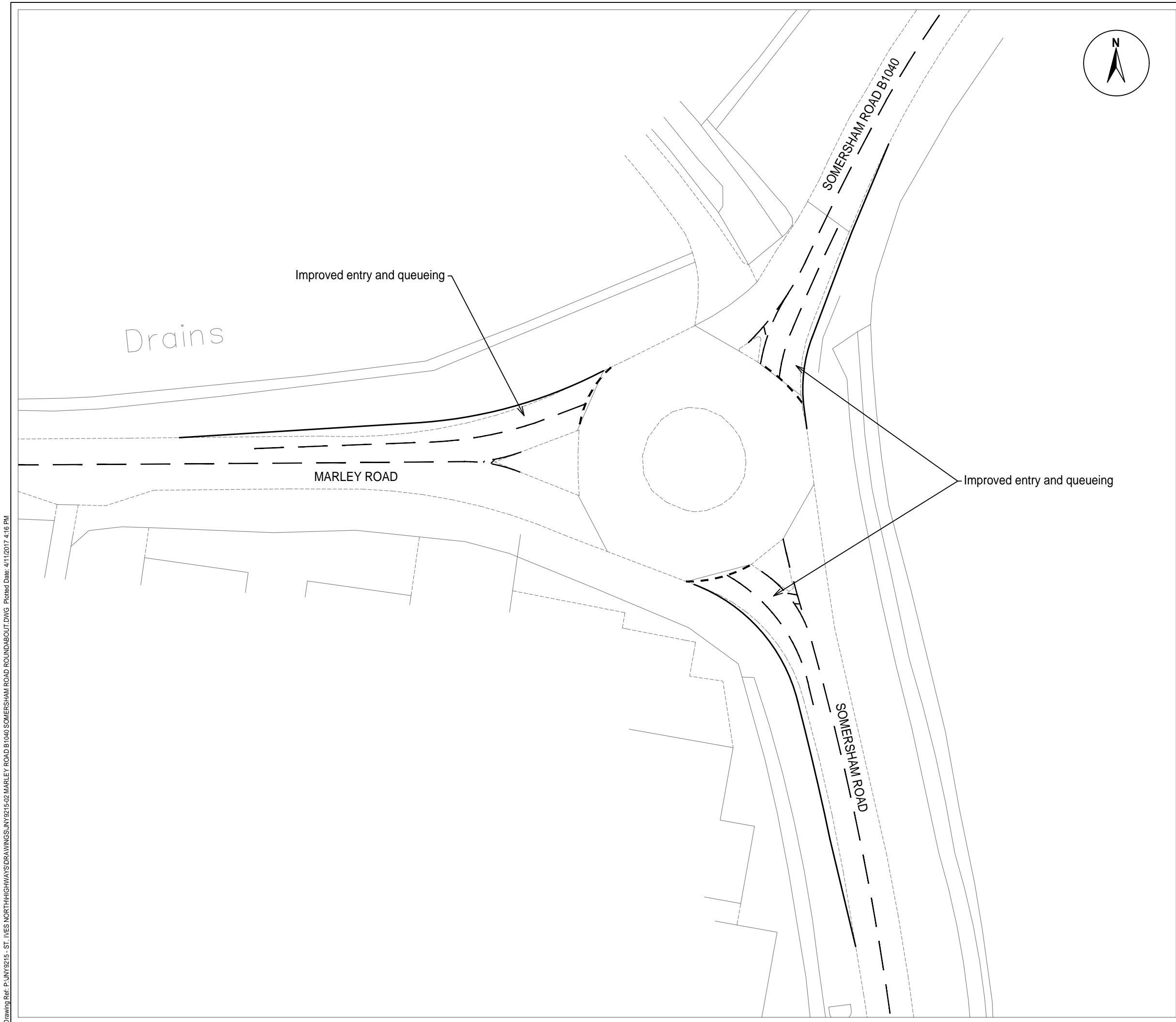
Title Ramsey Road/ Houghton Road/ Saint Audrey Lane junction
 Indicative Arrangement
 -DRAFT-

Status	Drawn By	Checked by
Draft	WA	BP
Project Number	Scale @ A3	Date Created
JNY9215	1:500	11/04/17

Drawing Number	Rev
JNY9215-01	

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Option 1:
Localised improvements to manage queuing on approach to junction

Alternative option to signalised junction

Rev	Description	Date	Initial	Checked
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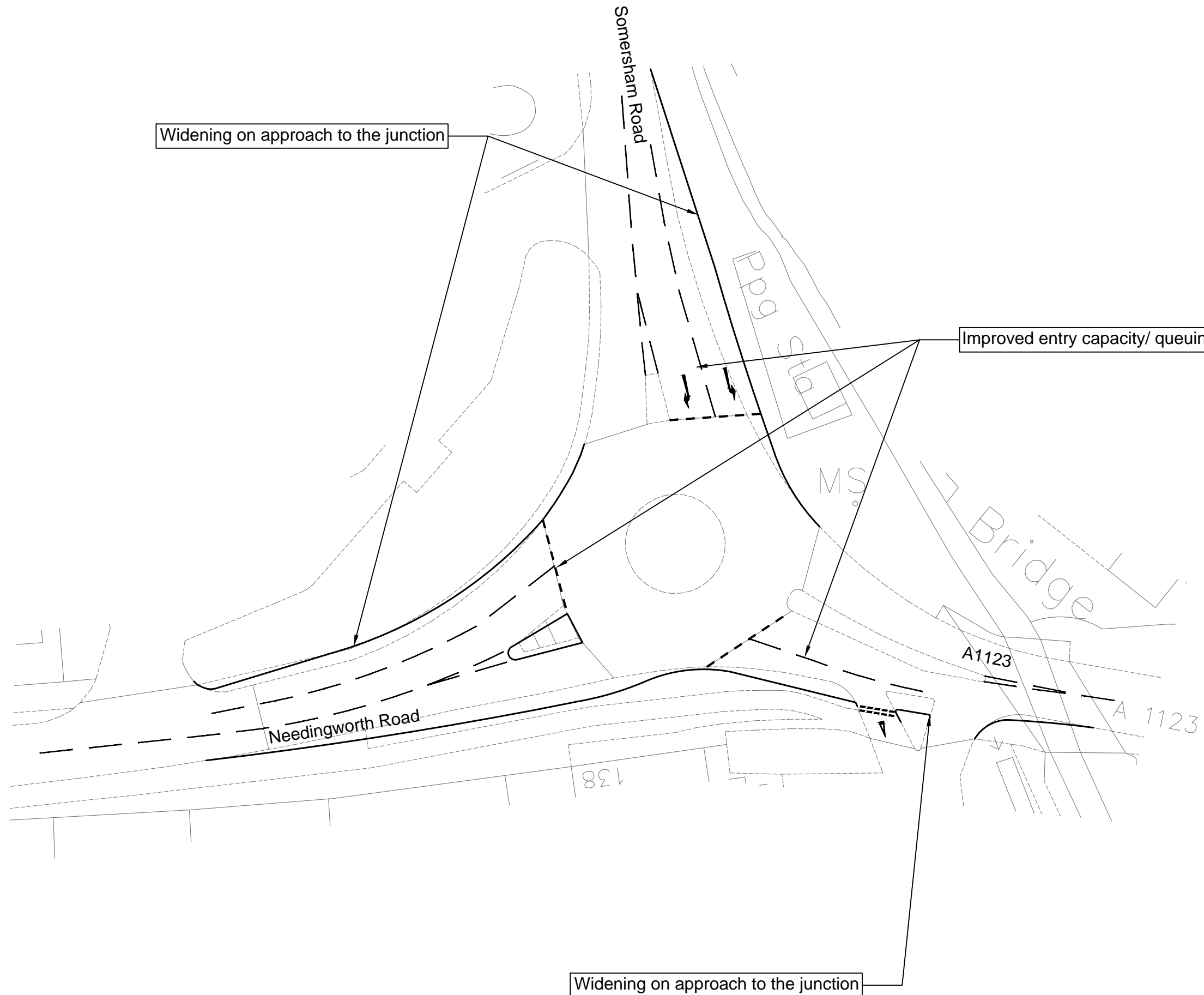
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Indicative Arrangement
-DRAFT-

Status	Drawn By	Checked by
Draft	WA	BP
Project Number	Scale @ A3	Date Created
JNY9215	1:500	11/04/17

Drawing Number	Rev
JNY9215-02	

Drawing Ref: P:\JNY9215 - ST. IVES NORTH\HIGHWAYS\DRAWINGS\JNY9215-02\MARLEY ROAD B1040 SOMERSHAM ROAD ROUNDABOUT.DWG Plotted Date: 4/11/2017 4:16 PM

Drawing Ref: P:\JNY9215 - ST. IVES NORTH HIGHWAYS\DRAWINGS\JNY9215-03 A1123 NEEDINGWORTH ROAD B1040 SOMERSHAM ROAD ROUNDABOUT.DWG Plotted Date: 4/11/2017 4:26 PM



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2. If received electronically it is the recipients responsibility to print to correct scale. Only written dimensions should be used. DO NOT SCALE.

Option 1:
 Localised improvements to manage queuing on approach to junction

Rev	Description	Date	Initial	Checked
-----	-------------	------	---------	---------



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Client Abbey Properties Cambridgeshire Ltd & Richard Edward Anderson and Jane Norman

Project St Ives North

Title A1123 Needingworth Road/ B1040 Somersham Road Roundabout
 Indicative Arrangement
 - DRAFT -

Status	Drawn By	Checked by
DRAFT	WA	BP
Project Number	Scale @ A3	Date Created
JNY9215	1:500	11/04/17

Drawing Number	Rev
JNY9215-03	

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