

Transport

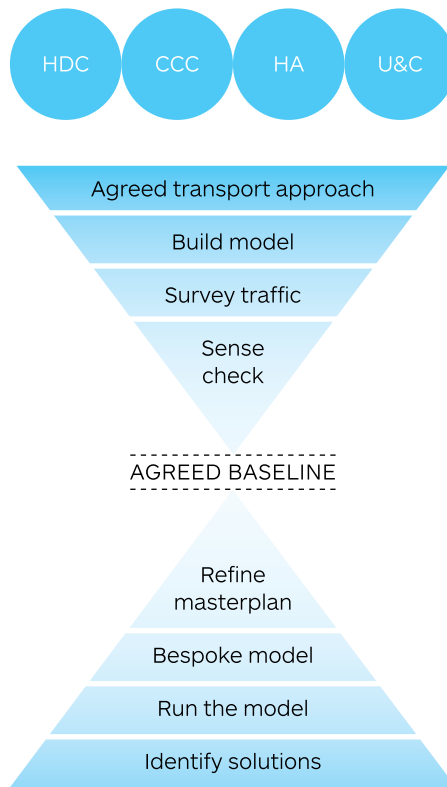
Alconbury Weald’s connections to the road and rail network are one of the fundamental strengths of its location for working and living. Equally, many of the conversations we’ve had with local partners and communities identified concerns about traffic levels

In order to address these opportunities and concerns we have sought to understand the current transport situation; scenario plan for a range of future options which include other developments coming forward; and develop a robust and flexible transport strategy which works for the area as a whole.

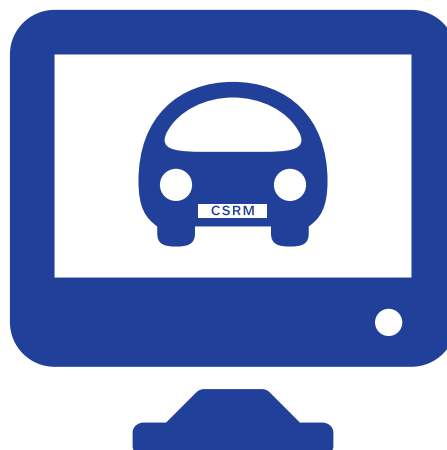
The Transport Assessment and the Travel Plan for Alconbury Weald have been developed after extensive consultation and analyses including:

- 2 years of planning and consultation with joint authorities (Highways Agency, Cambridgeshire County Council, Huntingdonshire District Council)
- 690,000 different vehicle trips counted during traffic surveys
- 5,500 recorded speed surveys
- 33 different locations surveyed
- 12 different model scenarios undertaken/assessed in County Council computer model runs
- Time taken to undertake one model run (iteration) by computer = 3 days.

These documents are a key part of the Outline Application material submitted to Huntingdonshire District Council. You will also find that transport impacts have been assessed within the Environmental Statement and that transport design and related spatial principles are integrated throughout the application material.



How the transport modelling for Alconbury Weald was carried out.



Fundamental Principles

At its heart, the approach to transport for Alconbury Weald is based on two fundamental principles:

1. reducing the need for individual trips on the highway network, by providing high quality alternatives such as train, bus, cycle and pedestrian options.
2. ensuring the local and strategic road network has the necessary capacity.

It is also designed to be flexible and linked to the build out of Alconbury Weald over 20 years so that infrastructure is in place when it is needed, is the right intervention for the area at the time, and is part of a wider infrastructure investment in the local area such as the A14.



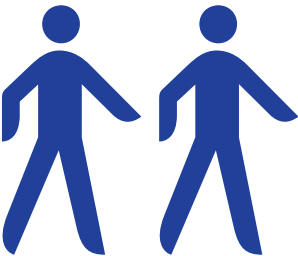
Driving Down Demand

The assessments show that Alconbury Weald has the scale and opportunity to deliver strategic transport benefits making the area better connected overall, changing people’s modes of travel and reducing the need to commute out of Huntingdonshire. Some of the measures we are proposing are summarised overleaf.



Investment in prioritised bus services:

- Access for the Guided Bus to run through the site, providing faster direct public transport links to Huntingdon, St Ives and Cambridge and Peterborough;
- Creating a public transport spine along the centre of the site, supporting quicker, easier movement by bus or bike within the site and out to other destinations than by car;
- Working with partners and communities to connect the Guided Bus into other local bus and community transport services through two onsite public transport interchanges.



Design of Walkable Neighbourhoods:

- Public transport provision will be incorporated within Development Areas to ensure that at least 70% of homes are within easy walking distance (400m) of public transport;
- At least 80% of homes will be within 800m of schools, shops and cultural or social activities;
- Traffic Management will include limiting speeds on site to 30mph/20mph with the exception of the dedicated busway;
- Footpath/cycleway/bridleway connections will link in with the existing footpath and bridleway network around the site and the historic Public Rights Of Way.

Supporting Cycling:

- 4 kilometres from end to end, 5km from Huntingdon Town Centre, and already on a national cycle route, the gentle landscape around Alconbury Weald make it an ideal location for easy, quick cycling. Reducing car trips of up to 5km and replacing them with cycle use will be a key target;
- Provision of a network of safe, well-lit and conveniently routed cycleways throughout the development, and connections to existing and new /improved routes off-site on key routes which connect to the villages around the site and Huntingdon town centre. These will be captured on a cycle map;
- Cycle-hire hubs across the development at the key employment, retail and educational sites and linked to the transport interchanges with the bus and future rail links;
- Establishing a cycle community, including a bicycle user group to feed into the traffic management group;
- Supported by a Travel Plan co-ordinator, businesses located in the Enterprise Zone will be encouraged to promote cycling through provision of facilities, incentives for staff who cycle, bike maintenance and cyclewear vouchers, and cycle buddy schemes.

Integration of Employment and Residential Uses:

- The work/live philosophy of the site will provide a suitable range and quantity of employment, with appropriate housing to encourage people to get to work on foot, bike or bus;
- Businesses on the site will deliver Green Travel Planning among their workforce with positive interventions to minimise car use;
- Across the site our Green Travel strategy will be monitored throughout the development phases and when completed, as part of the long term governance of the site. This will enable intervention and further investment as and when required;

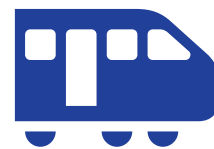
- A Travel Plan co-ordinator will work across the site to implement the strategy and monitor its effectiveness against agreed targets for each phase of the development.

Further information on these measures and their impacts are set out in the Transport Assessment and the Travel Plan.



Increasing Road Capacity

It is likely that over the next year or so a new solution will be proposed for the A14. However, as this has not yet been finalised our assessment has assessed the impact of the development against the existing road layout. Whilst details are given of the mitigations proposed for the initial quantum of development, as the remainder of the development is brought forward over 20 years, we will then work with partners to agree and provide appropriate improvements to junctions and roads across the area. These works will not only mitigate the residual traffic movements generated by Alconbury Weald, but also take account of how successful we have been at driving down demand as well as responding to the general increase in traffic levels during this time.



Railway Station

An area of land within Development Area 3 has been set aside for the delivery of a train station in the future. Our assessment for the Application has been carried out on the basis of no station as this ensures we are working to a worst case scenario. We continue to work positively with Network Rail to support a rail link to Alconbury Weald. The delivery of the station is linked to the twin tracking of the East Coast Mainline which is being considered in current Department for Transport consultations.



📍 Highway works which are likely to come forward over the next 20 years.



- 1 HCV Access – new site access for goods vehicles, construction traffic and servicing of the site.
- 2 Main (Boulevard) Site Access Junctions (and A14 overbridge) – physical highway improvements (e.g. widening, etc).
- 3 Megatron Roundabout – physical highway works required (e.g. widening, etc).
- 4 Ermine Street South – new residential (secondary) site access.
- 5 Rusts Lane (B1043) – physical highway improvements required, (e.g. lane widening, pedestrian/cycle facilities and entry improvements to Alconbury village).
- 6 Gt & Lt Stukeley – traffic calming improvements, pedestrian/cycle facilities as necessary.
- 7 Clay Lane – new pedestrian and cycle access improvements, no access for private vehicular traffic (potential for bus use if considered appropriate).
- 8 Northern Arc (Woodwalton, Abbots Ripton, etc) – traffic calming as required.
- 9 Owl End/Green Lane – pedestrian/cycle access improvements, no access for private vehicular traffic.
- 10 Southern Gateway Access – new access to the site from the A141, work on the A141, pedestrian and cycle improvements across the A141.
- 11 Huntingdon Link – public transport, pedestrian and cycle links into Huntingdon (increasing priority as necessary).
- 12 A141/A1123 Junction – physical highway improvements may be required (e.g. bus priority).
- 13 A14, Junction 24 (Godmanchester) – no significant issues predicted.
- 14 A141/Ermine Street Junction – physical highway improvements.
- 15 A14, Junction 23 (Spittals Interchange) – physical highway improvements (e.g. widening of entries and markings, etc).
16. A14, Junction 22 (Brampton) – some limited improvements may be required.
- 17 A14/A1 Junction (A14 Jct 21) – no significant issues predicted.
- 18 A14 Junction 20 (Ellington) – no significant issues predicted. Various positive on-site measures, (e.g. public transport, smart choices, etc).
- 19 Alconbury South Junctions – addressing entry to Alconbury village. Some minor roundabout improvements may be required.
- 20 A14 mainline strategic improvements – considerations under review.

Key Documents

Outline Application Material:

- *Development Specification* – spatial principles SP13 and SP 14
- *Parameter Plan* – identification and type of access points and the principle route through the site
- *Transport Assessment* – methodology and assessment of transport impact
- *Travel Plan* – measures proposed to reduce car usage
- *Design and Access Statement* – review of transport related design issues
- *Environmental Impact Assessment* – transport impacts assessed with on and off site mitigants identified

Other Documents:

- Innovative new proposals for A14 corridor – Department for Transport Press Release – 18th July 2012 <http://www.dft.gov.uk/news/press-releases/dft-press-20120718b/>
- Joint Authorities Response to A14 challenge – Cambridgeshire County Council – 8th February 2012 – <http://www.cambridgeshire.gov.uk/transport/strategies/currenttransportplans/>
- A14 Challenge – Department for Transport Consultation – 12th December 2011 <http://www.dft.gov.uk/consultations/dft-20111212/>
- Autumn Statement – HM Treasury – 29th November 2011 http://cdn.hm-treasury.gov.uk/autumn_statement.pdf

