THE LATTENBURYS
HUNTINGDONSHIRE



Sustainable Travel Strategy Technical Note
Allocation Hemingford Abbots 1: The Lattenburys

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Executive Summary

Executive Summary

This Sustainable Transport Strategy (STS) establishes the approach to supporting the delivery of The Lattenburys as a residential-led development.

The strategy is centred on creating sustainable, accessible, and well-connected development that reduces reliance on private car travel where possible, maximising opportunities for walking, wheeling, cycling, and public transport use, whilst ensuring safe and efficient highway access is provided for.

The key elements of the strategy are:

- **Accessibility:** Centred around promoting sustainable transport accessibility within, through, and from the site with enhancements to complement the existing and planned network.
- **Addressing Key Network Gaps:** Key gaps identified and addressed to ensure sustainable connectivity to existing/planned transport networks and destinations.
- **Reducing Reliance on Private Car Use:** Avoiding reliance on car travel is intrinsic, with a realistic but ambitious phased infrastructure and mode share strategy which goes beyond Cambridgeshire and Peterborough Combined Authority's (CPCA) current aspirations for transport in the region.
- **Supporting Public Transport use:** A Public Transport strategy which is deliverable, building on the established network of services to support early delivery with phased enhancements identified to support high public transport accessibility, supporting the CPCA network aspirations.
- **Delivering Effective Highway Access:** Well served by highway access both from the A1307, with latent capacity following the delivery of the new A14 corridor, and the A1198 which connects Godmanchester with the A14. Both proposed access junctions are deliverable, designed to both accommodate future traffic growth and development. Dual highway network accessibility will support efficient distribution of development traffic impacts from both Lattenbury villages, whilst ensuring no through traffic via the site, with the introduction of a central Sustainable Transport Corridor (STC) for public transport and active modes only.

Where localised highway network constraints exist and they cannot be fully addressed through focussing on sustainable travel in the first instance, further assessment will be undertaken to inform mitigation needs through the Local Plan process in collaboration with Huntingdon District Council (HDC) and Cambridgeshire Country Council (CCC).

In summary:

- **Early Delivery:** This strategy is not reliant on the A141 scheme yet will complement and support the A141 by delivering early growth as the A141 scheme comes forward.
- **Sustainable Growth:** Located strategically between existing population and employment promoted under the Draft Local Plan (Fenstanton 1: Galley Hill) and recent planning applications (Newlands Park and Brampton Cross), there is significant opportunity for this residential growth to take advantage of and support the CCC / HDC planned sustainable transport provision for both active travel and public transport modes.

In addition to the proposed strategy, a monitoring and evaluation framework for the site is proposed, centred on the ambition for a high sustainable transport mode share through future Travel Planning which will promote sustainable travel behaviour and manage travel demand inclusive of parking demand monitoring, car sharing, and a delivery and service management plan.

The Lattenburys is capable of delivering around ~3,800 market and affordable homes and employment land together with the necessary and important social, environmental and physical infrastructure to support these new communities. ***NB: 4,000 homes has been assumed for assessment purposes and as such is referred to in transport and other technical discipline documentation, representing a worst-case scenario.***

This strategy supports the promotion of Hemingford Abbots 1: The Lattenburys through the HDC Local Draft process, setting out the vision for sustainable mobility, connectivity and transport delivery in anticipation of Regulation 19 evidence base and consultation process.

Importantly the strategy is, ambitious, deliverable and forward thinking in terms of facilitating CCC and HDC's wider plans for transport in the region – namely the plans set out under the **A141 and St Ives Improvements Scheme.**

Page 4 provides a summary of the authorities transport plan alongside The Lattenburys proposals. Wider aspirational opportunities that could be considered in future by the authorities to deliver on greater modal shift toward sustainable transport are also highlighted. These solutions would benefit both the region as a whole as well as The Lattenburys. Noting that The Lattenburys scheme is not dependent on the aspirational interventions, however the site promotors remain committed to continuing to work closely with the authorities to explore and establish the opportunities in further detail.

Figures 7 to 12 (pages 19 through to 24) set out graphically the planned sustainable travel 'interventions' promoted by the authorities and delivered within the local plan period – alongside planned (The Lattenburys) specific interventions.

AECOM anticipate further collaboration with the authorities to support the delivery of wider sustainable transport connections to and from The Lattenburys, alongside junction design evolution during the next phases of the plan. The form and function of proposed junctions are anticipated to be reviewed throughout the next phases of the plan and therefore are not fixed solutions at this stage. It is illustrated to provide comfort that the detailed work has taken place to consider solutions.

The Lattenburys Delivers:

- Up to 3,800 homes.
- Two connected residential villages, including employment opportunities.
- Deliverable highway access from A1198 and A1307.
- A Sustainable Transport Corridor within the site, connecting the two villages and the wider highway network (severed internally for private vehicles to ensure no 'through traffic').
- Active travel connections to Godmanchester, Huntingdon and St Ives via a new route on the A1198.
- Enhanced bus services from first occupation – X2/X3.
- Integration with A141 improvements – such as active modes to the north and planned bus improvements.
- Mobility hubs at the All198 and A1307 access gateways – the latter supporting the CPCA planned bus routes via the A1307.

Executive Summary

Regional plans ‘by the authorities’

The A141 scheme includes the following that are relevant to The Lattenburys:

- Active Travel Network: Seven new active travel routes designed for pedestrians, cyclists, scooters, and mobility aids, linking Huntingdon and St Ives. Our STS considers and embeds linkages to Route B South Huntingdon to south St Ives - a new 7.0km dedicated walking, wheeling and cycling facility.
- Public Transport Upgrades: The extension of the Cambridgeshire Guided Busway (CGB) via the A1307 to Huntingdon and two new Park & Ride facilities (at Huntingdon Racecourse and Wyton Airfield). Our STS promotes integration of the CGB Route through a strategic mobility hub within The Lattenburys and in the fullness of time, potential for peak hour bus priority measures on the A1307 itself to deliver fast efficient and a prominent high frequency (10-minute) service between Huntingdon and St Ives.
- East West Rail (EWR) at Cambourne enables The Lattenburys site to not only link east and west but ‘look south’ in terms of strategic public transport connections, linking into the corridor between Cambridge and Oxford.

Promoted by The Lattenburys

The early phase will prioritise the delivery of active travel connections linking the villages to Godmanchester and St Ives, alongside a network of internal routes. Enhanced public transport services will be introduced, providing connections to Huntingdon, Godmanchester, Cambridge, St Ives, and Galley Hill employment and supporting early growth. Infrastructure includes:

A ~1.5km active modes corridor alongside the A1198 connecting The Lattenburys, Wood Green Pet Centre (WPC), and Godmanchester centre.

Improvements to the existing Public Right of Way (PRoW) network / creation of Quietway's, northward from a new active modes' infrastructure associated with a new A1307 signalised all movement junction.

Traffic calming features within Hemingford Abbots.

Expansion of the existing X2 / X3 bus services to increase frequencies to The Lattenburys and beyond – north to Godmanchester / Huntingdon and south to Cambourne, future East West Rail (EWR) and Cambridge.

Early phase mobility hubs located on the A1307 and A1198 allowing bus connectivity ‘inboard’ of the site - supporting the CPCA’s aspirations for an extensive network and frequency of bus provision on the A1307 itself.

Two new junctions proposed in the form of an all-movement signalised junction on the A1307 and an all-movement roundabout on the A1198 to accommodate improved public transport access, active modes to and through the junction, and traffic capacity capable of supporting wider Local Plan driven traffic growth and development traffic up to and beyond 2046.

Latter Phase: Supported by the high-frequency Cambridge Guided Bus (CGB) routes promoted under the A141 Scheme (Blue and pink routes).

Completion of an internal STC linking both villages – promoting an active modes and public transport only link between (removing any potential for the creation of a ‘through connection’ between the A1307 and A1198 via the site). As development progresses, the strategy will strengthen integration between the two villages and the completed STC, through a continuous public transport route between St Ives and Huntingdon and via the site, supported by strategically located mobility hubs on the A1307 and A1198. The routes are assumed to be tailored diversions of the bus routes associated with the CGB promoted under the A141 Scheme (blue and pink routes) or similar – delivering a 10-munute bus frequency.

Possible longer-term opportunities for consideration by the Authorities in collaboration with The Lattenburys

In the longer term, enhanced active travel corridors and public transport connectivity could provide direct links to Huntingdon town centre and the wider public transport network, reducing reliance on private car travel and supporting a sustainable pattern of movement across the development. Longer term infrastructure could include:

- A potential future ~5.0km new active modes route – south side of A1307 (~3.0m wide, bi-directional dedicated cycle/pedestrian route) – Lattenburys A1307 junction to Pathfinder Link Rd.
- A ~2.5km new active modes route – north side of A1307 (~3.0m wide, bi-directional dedicated cycle/pedestrian route) – A1096 London Road Galley Hill access to Lattenburys A1307 signalised junction.
- To support the CPCA aspirations further with the CGB Blue / Pink Route (St Ives P&R to Huntingdon via A1307, The Lattenburys) - potential for bus lanes on A1307 to the serve route (repurposing of two lanes of the current 4 lane carriageway).
- Expansion of the existing A1198 National Cycle Network (NCN) route (east side of carriageway) south of Junction 23 of the A14 to Cambourne and future EWR.
- Pathfinder Link Road junction – explore bus priority measures inclusive of optimise signal timings. Enabling priority for rail station trips.

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01 Background & Policy Alignment

01 Background

Introduction

1.1 AECOM is commissioned by Moats Way Ltd to provide transportation and mobility advice for the proposed residential-led development on land known as Hemingford Abbots 1: The Lattenburys.

1.2 The Lattenburys is a proposal for two new sustainable linked villages, to the southeast of, but physically separated from, Godmanchester. The proposals are capable of delivering up to 3,800 market and affordable homes, employment land together with the necessary and important social, environmental and physical infrastructure to support these new communities. The site has been identified as a draft site allocation under the Policy 'Hemingford Abbots 1: The Lattenburys' in the Regulation 19 Pre-Submission Draft Local Plan to 2046. Moats Way Ltd are working with HDC and their key stakeholders to support the site's continued identification as an allocation in order to deliver the site as soon as practically possible in the new plan period.

1.3 As HDC work towards a Pre-Submission Local Plan with consultation during October 2026, AECOM has developed a suite of documents forming a technical evidence base to support the draft allocation for the site. Following earlier Regulation 18 submissions and specifically our document that considered an early-phase road-map for a vision led transport strategy to ensure sustainable mobility is delivered from day one, aligned to the practical delivery of 'design and provide' policy and assessment. AECOM has now developed a detailed STS which underpins the transport plan for residential development on the site.

1.4 The STS builds on a variety of key inputs not least the LPA's Regulation 18 and 19 Technical evidence bases (Phase 2 and 3), the recent 2025 A141 and St Ives Improvements public consultation, and recent Cambridge and Peterborough Combined Authority Model (CaPCAM) strategic modelling outputs.

1.5 The A141 and St Ives Improvements Scheme is a proposed package of infrastructure interventions designed to alleviate congestion, accommodate future housing growth, and improve public transport in Huntingdonshire. Building on public feedback, the primary "Refined Hybrid Package" aims to separate strategic through-traffic from local traffic and boost sustainable travel.

The A141 scheme includes the following that are pertinent to The Lattenburys:

- **Active Travel Network**: Seven new active travel routes designed for pedestrians, cyclists, scooters, and mobility aids, linking Huntingdon and St Ives. Our STS considers and embeds linkages to ***Route B South Huntingdon to south St Ives - a new 7.0km dedicated walking, wheeling and cycling facility.***

- **Public Transport Upgrades:** The extension of the Cambridgeshire Guided Busway (CGB) via the A1307 to Huntingdon and two new Park & Ride facilities (at Huntingdon Racecourse and Wyton Airfield). Our STS promotes integration of the CGB Route through a strategic mobility hub within The Lattenburys and in the fullness of time, potential for peak hour bus priority measures on the A1307 itself to deliver fast efficient and a prominent high frequency (10-minute) service between Huntingdon and St Ives.

1.6 **East West Rail (EWR) at Cambourne** enables The Lattenburys site to not only link east and west but 'look south' in terms of strategic public transport connections, linking into the corridor between Cambridge and Oxford.

1.7 **AECOM anticipate further collaboration with the authorities to support the delivery of wider sustainable transport connections to and from The Lattenburys, alongside junction design evolution during the next phases of the plan.**

*Vision Led Mode Share Scenario Testing (derived from CaPCAM) are included at **Appendix A**.*

The STS should be read alongside the Accompanying Traffic Analysis Report – focused on presenting deliverable junctions and future year traffic modelling to support the Regulation 19 Local Plan process.

The Lattenburys delivers:

Tangible sustainable transport interventions, both external and internally within the site to connect the site local and sub-regionally.

The site utilises and compliments the A141 package of sustainable transport connections, however, is not reliant on physical access via the planned A141 bypass to the west of Huntingdon.

Unfettered access to the site via the A1307 and A1198 – network traffic capacity and viable junction access to site, in the case of the A1307 taking advantage of traffic capacity following the new A14 alignment.

- *A strategic active modes connection 'east side of the A1198 connecting the site with Godmanchester.*
- *Developing leisure connections northward through Quietway's, linking existing PROWs and the planned Route B South Huntingdon to south St Ives.*
- *Traffic calming initiatives through Hemingford Abbots.*
- *Expansion of the existing bus services (X2 / X3 bus service) serving the A1198, connectivity to site through a mobility hub.*
- *A strategic mobility hub located on the A1307 to take advantage of HDC / CCC's aspirations for the A1307 corridor- CGB) Blue/ Pink Route. St Ives P&R to Huntingdon via A1307, The Lattenburys. Ultimately a 10-minute frequency.*
- *An STS running through the site – dedicated to active modes and public transport – affording the opportunity to divert buss through the site connecting the A1307 and A1198 between St Ives, Godmanchester and Huntingdon.*

Longer Term Opportunities in collaboration with the authorities could include:

- *Potential future ~2.5km new active modes route – north side of A1307 (~3.0m wide, bi-directional dedicated cycle/pedestrian route) – London Rd Galley Hill access to Lattenburys A1307 signalised junction.*
- *Potential future ~5.0km new active modes route – south side of A1307 (~3.0m wide, bi-directional dedicated cycle/pedestrian) – Lattenburys A1307 junction to Pathfinder Link Rd.*
- *Dedicated Bus lanes on the A1307 (re-purposing of existing general traffic lanes) to serve CGB Blue / Pink Route. St Ives P&R to Huntingdon via A1307, Galley Hill & the Lattenburys. 10-minute frequency.*

01 Policy Context Summary

National Policy

National Planning Policy Framework, (Feb 2025)

1.7 The Local Plan will be assessed against the 2025 iteration of the National Planning Policy Framework (NPPF) which sets out the national policy framework for England. At the heart of the framework is a presumption in favour of sustainable development which should be applied to all plans and decisions. Developments should give priority first to pedestrian and cycle movements and second to facilitate access to high-quality public transport. Paragraph 111(a) of the NPPF states that planning policies should "support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities". This implies that the provision of these facilities on larger scale sites will minimise the number of trips by private car and can be facilitated through sustainable transport and active travel.

1.8 The NPPF states that transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable, and popular places (Paragraph 109). In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- sustainable transport modes are prioritised taking account of the vision for the site, the type of development, and its location.
- safe and suitable access to the site can be achieved for all users.
- the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code.

1.9 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 through a vision-led approach (Paragraph 115).

1.10 Furthermore, the NPPF led consultation in regard to vision-led planning – Ref: Policy TR6(4) provides further clarification that the assessment of potential impacts should take into account impacts at different times of day, potential cumulative impacts, and multimodal trip generation, as well as the vision for the development. H04 states: The development plan should identify suitable locations for large scale development, such as new settlements, new urban quarters or significant extensions to existing settlements. These locations should: Support a sustainable community, with sufficient access to services and employment opportunities within the development itself (without expecting an unrealistic level of self-containment), or in larger towns to which there is good access by sustainable transport modes. All of which is subject to and the focus of this STS.

National Planning Policy Framework, (Aug 2026 Update)

1.11 Whilst the Local Plan will not be formally assessed against the August 2026 update to NPPF, its reference is pertinent to plan making. NPPF was substantially revised in August 2026. This update introduces a comprehensive overhaul of the English planning system, transitioning from the previous continuous paragraph structure to a clear, rules-based system of lettered policy codes and National Decision-Making Policies (NDMPs). A core pillar of the 2026 framework is the mandatory transition from a traditional "predict and mitigate" transport planning model to a "vision-led" approach. The application site must be assessed against this updated framework, which explicitly requires development layouts and densities to be fundamentally shaped by sustainable transport outcomes and active travel connectivity from the outset.

1.12 The renewed aspirations and policy thread of NPPF are met by the strategy set out by The Lattenburys, in developing at the early phase of the plan making process a vision-led strategy, underpinned by scenario testing and an evidence-based approach to transportation.

Other Policy

1.13 The following policy documents have been reviewed, deemed pertinent to the plan making process:

- ***Unlocking Active Travel in New Developments (Walk Wheel Cycle Trust), (Jan 2018).***
- ***Homes England: Vision-led Transport Planning, (May 2026).***
- ***DfT circular 01/2022.***
- ***Huntingdonshire District Council Local Plan to 2036, (May 2019).***
- ***Draft Huntingdonshire District Council Pre-Submission Local Plan to 2046 (Regulation 19 publication) September 2026.***
- ***The Cambridge and Peterborough Combined Authorities Local Transport and Connectivity Plan, (Nov 2023).***
- ***Cambridgeshire's Local Cycling and Walking Infrastructure Plan (LCWIP) (Oct 2022).***
- ***Cambridgeshire County Council Active Travel Strategy (CATS), (March 2023).***
- ***Huntingdonshire Transport Strategy (HTS) (March 2023).***

1.14 The site promotion seeks to achieve, through the laying of foundations via this strategy document key aspirations of the outline policy documents above. The intention being these will be further developed as the plan making process progresses and ultimately the Transport Assessment / Travel Plan and funded mitigation.

02 Transport Vision and Guiding Principles

02 Transport Vision and Guiding Principles

The Overarching Vision

The Lattenburys will be a thriving and sustainable new community providing a wide range of high-quality homes and local facilities within an attractive and healthy environment connected to the existing towns and existing and future employment. Respecting the setting of surrounding villages and combining the best of the natural and built environments, it will be a beautiful place with a unique identity.

The Lattenburys will be designed as a net zero carbon ready community that proactively addresses the climate emergency. It will benefit from excellent connectivity to key destinations and offer an extensive network of new green spaces including strategic green links to the open countryside.

The Transport Vision

The transport vision for The Lattenburys builds upon both its location and interconnected delivery of homes and employment.

To enable a truly sustainable development, where people have a genuine choice of sustainable modes of travel. The development will create a community which includes opportunities for co-living and working, education, leisure and everyday amenities for shopping and services supported by active and sustainable transport infrastructure which embraces and adapts to the future of travel technology.

Strategic high-quality employment located on the strategic A1307 corridor offers the opportunity for residents to work in close proximity to home.

To minimise the need for people to use private car and to travel; maximise internal trips by active modes and maximise external trips by public transport or through the provision of peer to peer car clubs and car sharing. Drawing on best practice, access by vehicles will be managed to ensure that genuine priority is given to active travel and new high-quality public transport services.

2.1 The vision seeks to minimise the need for people to travel and maximise the opportunity for sustainable travel. Measures to maximise internal trips by active modes (travel by foot, cycle, e-bike, scooter, wheelchair etc) and maximise external trips by public transport or through the provision of car clubs and car sharing will be at the heart of the Strategy.

2.2 This will be achieved through living locally, integration of land use planning and transport planning to ensure that the day-to-day needs of residents are met on site. The delivery of walkable neighbourhoods will encourage the use of active modes to access these on-site amenities and facilities.

Guiding Principles

2.3 A series of guiding principles have been developed that form the backbone of the STS. These principles reflect the policies set out by HDC. Furthermore, these principles also respond to the declared climate emergency. The key principles include:

- The location and proposed connectivity will ensure that the Site is not isolated and instead integrated with adjacent communities.
- The Vision is focused on enabling and delivering sustainable transport measures and initiatives, providing genuine choice and makes use of sustainable modes more attractive than using the private car. A staged approach to infrastructure enables genuine mode choice.
- Delivering inclusive, integrated and accessible walking, cycling and public transport networks.
- The mix and design of homes, employment and services / facilities will be specifically targeted at reducing the need to travel, encouraging opportunities for interaction on- site to internalise and contain trips.
- With reference to Figure 2 access to and movement within the Site by sustainable modes of travel is prioritised and designed to be the most attractive forms of local transport. The design of routes will remove the need to travel to manage through-trips and car trips to and from the Site.
- Support a transition to the use of active modes of transport and sustainable mobility. A clear focus on non-motorised and active modes of travel as part of a sustainable travel framework.

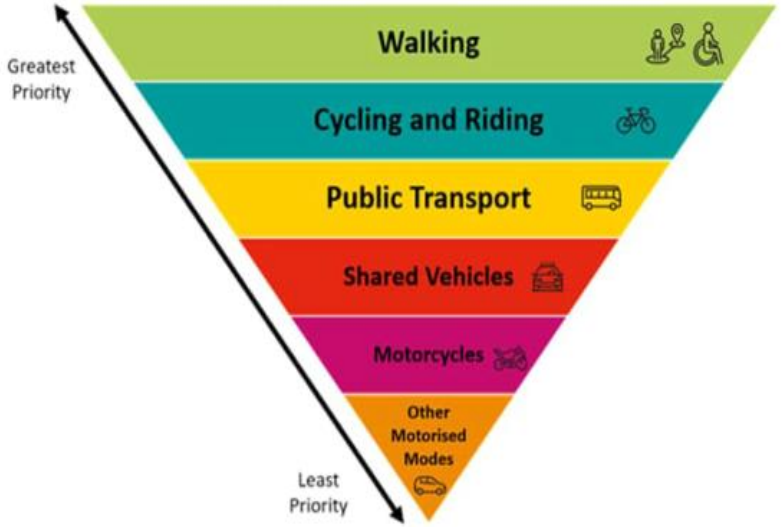


Figure 2. Movement Hierarchy

02 Transport Vision and Guiding Principles

2.4 The following provides more detail on measures and initiatives, in line with the movement hierarchy, that could be implemented through The Lattenburys.

- Integration of the Strategy with the proposed Green Infrastructure framework. Building on 20-minute neighbourhoods.
- Invest in improvements to existing and provision of new public rights of way and cycle routes within the Site to connect the Site to neighbouring communities through a networked approach to healthy infrastructure.
- Movements by public transport will be prioritised through delivery of new and enhanced bus routes and priority measures providing connections to key destinations and amenities within and linking to external existing and CGB routes in Huntingdon.
- Delivery of a Primary Mobility Hub / 'transport interchange' and supported by Secondary Local Mobility Hubs, which will act as an interface between public transport, walking, cycling and key facilities.
- Integration of current and future public transport networks.
- Maximise the use of emerging technologies including provision for on-site infrastructure for electric vehicles.
- Build in flexibility to enable adaptation to changing technology and lifestyles. Re-imagining the way in which people use their private cars and consideration of autonomous private and public Connected and Automated Vehicle (CAV) technologies.

2.5 Providing high-quality local facilities and amenities on the doorstep is the first building block in planning for sustainable movement and the Site includes a range of land uses that will meet the day-to-day needs of future occupiers. These land uses include schools, neighbourhood and local centres, employment, healthcare facilities and community facilities.

2.6 The plans for The Lattenburys have been developed to ensure that genuine priority is given to active travel and high-quality public transport services.

2.7 Dedicated routes for walking and cycling are planned to provide pedestrians and cyclists with direct links to key destinations such as schools, neighbourhood and local centres, health care facilities, and employment.

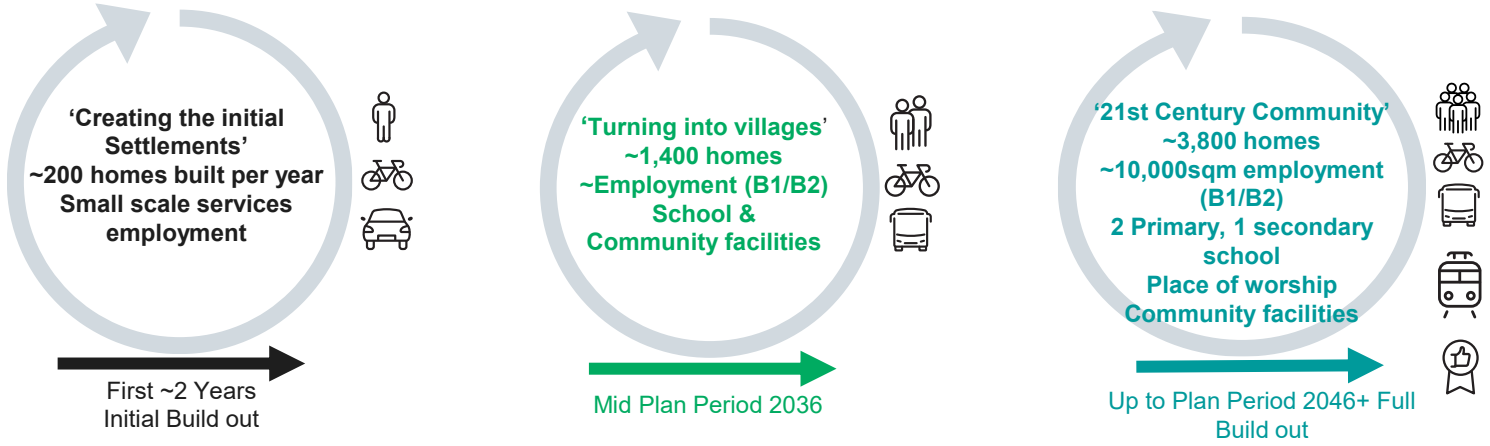
01 Approach

A) Develop a Strategy
- For each mode and the level of infrastructure intended, based on build out period (number of dwellings, time-period and planned external mobility network).

B) Decide on Infrastructure Vison based phases
- Consider limiting early phase vehicular access, alongside appropriate emergency access provision.
- Active travel connections throughout.
- Mobility hubs (strategic and local centres).
- Sustainable Transport Corridor (STC) through the site.

C) Multi-Modal Demand & Impact Assessment of phases
- 2011 Census Data.
- TRICS data analysis and CaPCAM strategic modelling.
- Mode share – Business As Usual (BAU) vs approach to decide & provide mode share (internalisation, homeworking, active modes, public transport & private car).
- Assessment scenarios.

02 Assessment Scenarios linked to build out, alongside the *right* infrastructure provision (Design & Provide)



03 Monitoring & Target Evaluation (Monitor and Manage Approach)

Typically, within the first year & every 2-5 years thereafter

02 Transport Vision and Guiding Principles

2.8 The intention for The Lattenburys is to develop a 21st century settlement underpinned by a sustainable mobility network that delivers on the Government's drive for carbon reduction and ultimately aligns to net zero policies. The key to promoting The Lattenburys site from a transport perspective, will be making a strong case for how the development will be delivered sustainably, capitalising on the existing and future transport network opportunities. This will include local living, public transport connectivity, strong placemaking, land use and transport planned coherently allowing for future mobility, and how it can benefit from the enhanced strategic connectivity.

Design Philosophies for Achieving the Mode Share Aspirations

2.9 The movement network needs to provide an integrated structure to bring together and connect jobs, homes, and visitor attractions in a sustainable, efficient and comfortable manner, and which further accelerates/supports smart and sustainable development.

2.10 Central to achieving the mode share aspirations for The Lattenburys is the delivery of appropriate transport infrastructure to realise this vision early on.

2.11 **Public realm and landscaping** – high-quality public spaces which bring together people and the environment. Along the transport corridor route this principle is key, helping to create a safer, greener and healthier environment, linking nearby local facilities, and connecting key destinations with each other and the wider sustainable travel network. Ensuring the right public realm and landscaping are utilised within the changing landscapes of the STC - maintaining and enhancing the existing green character is a key consideration of the design.

2.12 **Walking and cycling** – Active travel has seen a large increase in recent years (NTS, 2024), and for short journeys (those under one and five miles), it can provide an attractive alternative to car use. To support more people walking and cycling, appropriately delineated footways and cycleways are important, making it easier and safer to walk and cycle into and from the town centre or connect to the wider existing active travel network.

2.13 New footways and cycleways will connect with residential / workplace centres and mobility hubs, recognising the importance of safety, will be well lit with directional signs along the route.

2.14 **Crossing points** – To support the approach to sustainable travel and enable people to safely make their journeys, crossings will be provided for cyclists and pedestrians with the emphasis on prioritising those modes over private car.

2.15 **Bus transit** – Bus transit can be a fast, high-quality, high-frequency service which links key destinations and can provide an attractive alternative to car use, by considering bus priority and quality of service as a key opportunity for the STC, this will underpin sustainable transport, to, through and within the growth areas.

2.16 **Parking restraint** – To achieve the wider masterplan mode share targets and support the ethos of the STC as a sustainable movement corridor through the heart of The Lattenburys, a key component of the plan will be developing a future car parking provision plan that is fit for purpose for a 21st century development. Parking will need to consider a host of requirements from accessibility, EVs, peer to peer rental, visitor through to on-street, private garages and parking barns located in the correct locations within development, alongside the land uses that require it and at the development density that support it. Where feasible, constraints on the volume/rate of private parking space allocated to housing units on the site; and promoting housing design that supports parking restraint (i.e. not all homes with private driveways and garages etc.) should be considered through more detailed future masterplanning and the preparation of future planning application material.



Figure 3. Design Philosophies for Achieving the Mode Share Aspirations

The Lattenburys is focussed on preparing the site wide infrastructure and place making based on complementary and interlinked land uses, to enable sustainable modes of transport to connect to, through and within and flourish. The site enables strategic connectivity to key nodes such as Huntingdon, Cambourne (EWR), St Ives and Cambridge – in partnership with HDC and CCC.

03 The Sub Regional Context & Strategy

03 Network Evidence Base

3.1 The 2011 Census Travel-to-Work data for MSOA 016, in which The Lattenburys site sits within, illustrated in Figure 4, identifies that Huntingdonshire residents predominantly work within Huntingdonshire and north Cambridgeshire.

3.2 The strongest external commuting flows are directed towards Cambridge and surrounding South Cambridgeshire employment areas, and secondary commuting flows towards the outskirts of Peterborough.

3.3 The commuting pattern closely reflect the area's strategic highway network, particularly the A14 corridor which provides the principal east-west connection between Huntingdon, Cambridge and employment sites. As well as the A1(M) connecting to the employment opportunities toward Peterborough.

3.4 Commuting flows decline rapidly with distance, indicating a predominantly local-to-sub-regional employment market focused on the Huntingdon-Cambridge-Peterborough corridor.

3.5 In addition to the 2011 Census Data, recent CaPCAM strategic modelling – Ref: DS HTS Model Hybrid Strategy HYDS001A origin/destination travel demand for the AM and PM peak-period highlight vehicular traffic flows along the principal routes, particularly the A1307 to Huntingdon, the A1307 to Cambridge and the future demand on the A1198 to Cambourne EWR.

3.5 Overall, the Travel-to-Work data suggests that future housing growth at The Lattenburys will build-upon the existing economic and commuting patterns highlighting Huntingdonshire potential role within the wider Oxford-Cambridge growth corridor. Both Census data and recent CaPCAM modelling highlight where potential sustainable infrastructure interventions could be best served. A strengthening of a link between Huntingdon and St Ives and the CGB may reduce demand on the A1307 corridor to Cambridge as well as forming travel options alongside the critical mass of residents associated with The Lattenburys.

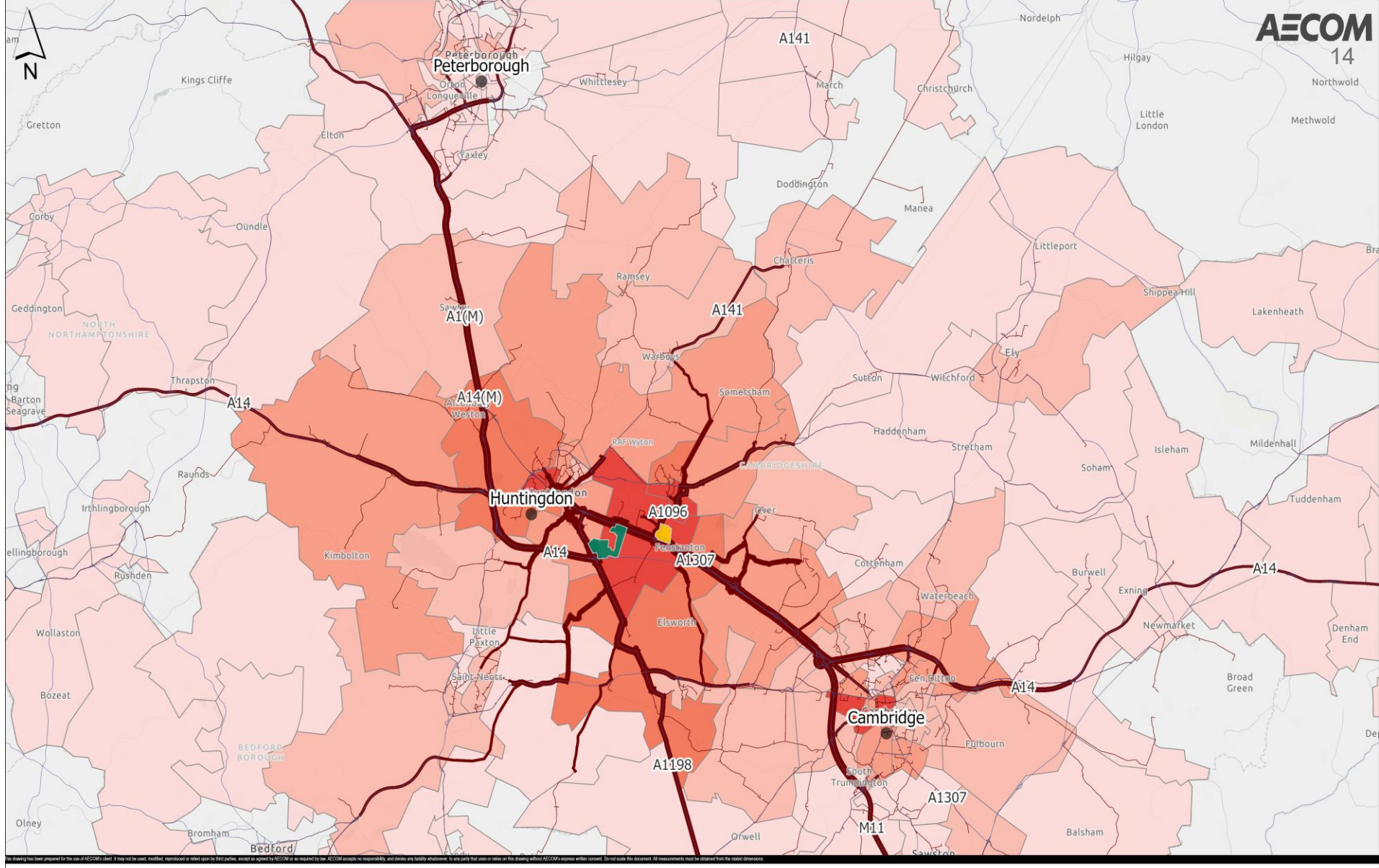


Figure 4. Travel to work (From Lattenburys)

03 Travel Network Improvements

3.6 The vision for The Lattenburys is to align with both the statistical GIS analysis set out in Figure 4 and the travel network improvements developed by the CCC and HDC, reproduced at Figure 5.

3.7 The CCC multi-modal transport package comprises of active travel, public transport and highway improvement measures along the A141 corridor eastward to St Ives, which serves as a key gateway into Huntingdon and the wider strategic area surrounding the Lattenburys.

3.8 The majority of the proposed interventions are focused on the north-east of Huntingdon and the connections towards St Ives, along the A141.

3.9 The package includes ten active travel routes, four public transport corridors and two proposed Park and Ride sites. The proposed bus routes along the A1307 would provide direct services to the Lattenburys.

3.10 These proposals also highlight some notable gaps in active travel infrastructure towards St Ives and westward to Huntingdon, providing opportunities to improve accessibility that will directly support connectivity to The Lattenburys, linked with the wider sustainable travel network. Those additional interventions planned under the STS are outlined in the following pages. The STS whilst focussed on The Lattenburys, does include the aspiration to connect with the employment site promotion at Galley Hill (Policy: Hemingford Abbots 1).

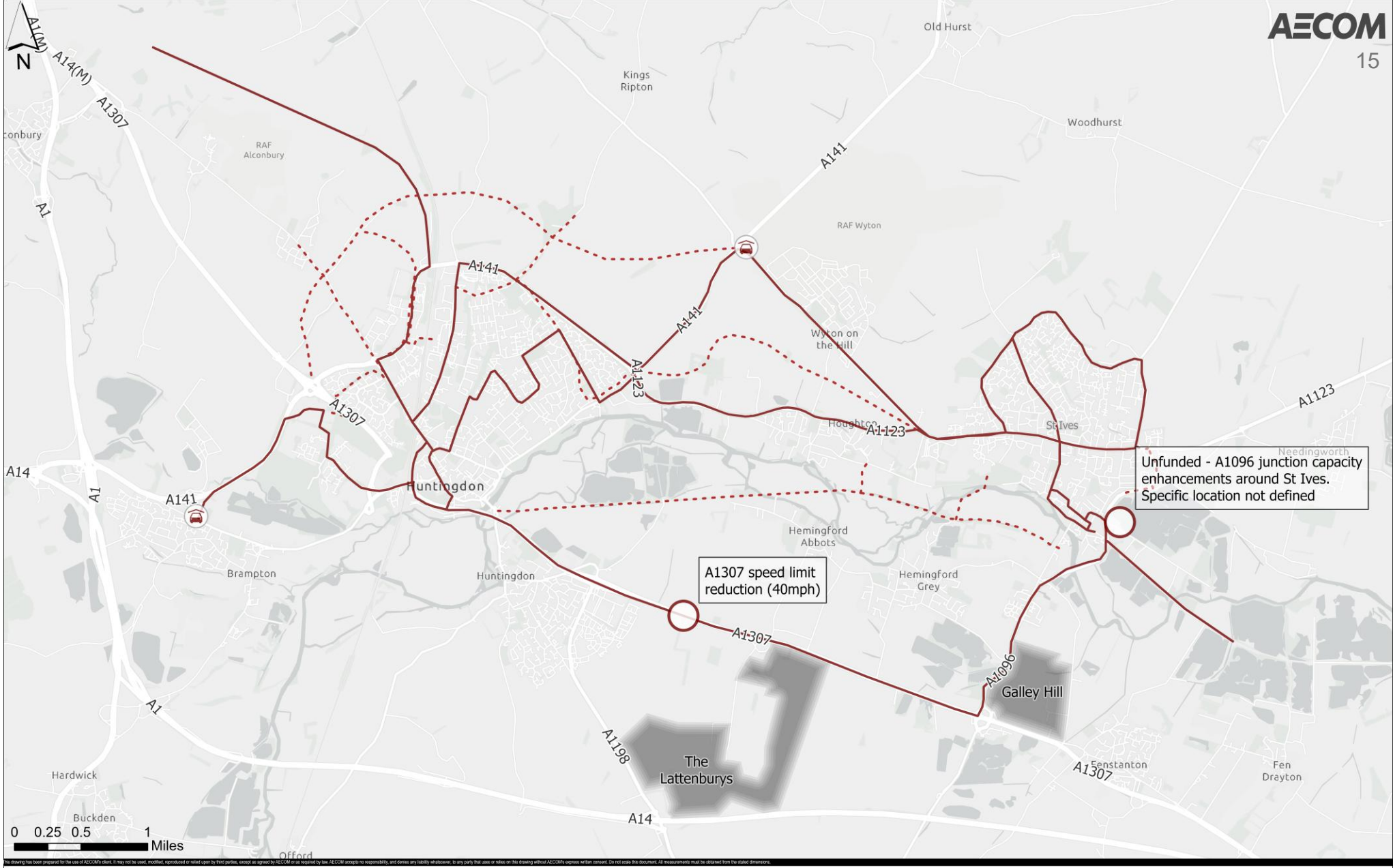


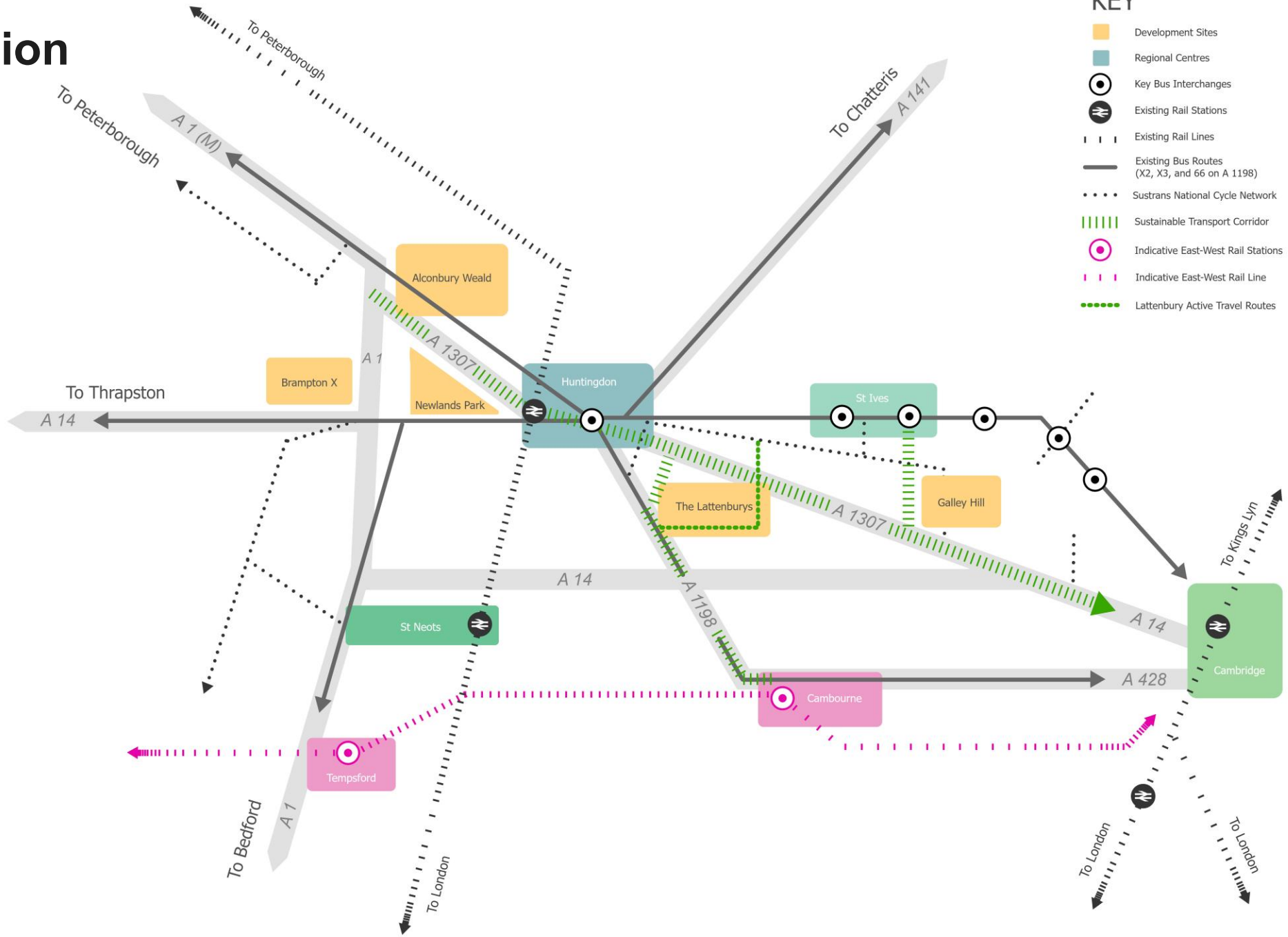
Figure 5. CCC A141 Improvement Scheme

04 The Lattenburys Mobility Vision & Site Access Strategy – ‘the Plan’

Vision for the Region (‘Metro Map’)

Building upon and complimenting CCC & HDC’s plans for the region inclusive of the opportunity EWR affords, the strategy for connecting The Lattenburys is envisioned in a Future ‘End State’ Mobility Network ‘Metro Map’ Ref Figure 6.

The vision connects the site in a sustainable way, regionally, locally and within the site itself, delivering the end state vision for a ‘road map’ of interventions documented in the following pages.



Future 6 ‘End State’ Mobility Network ‘Metro Map’

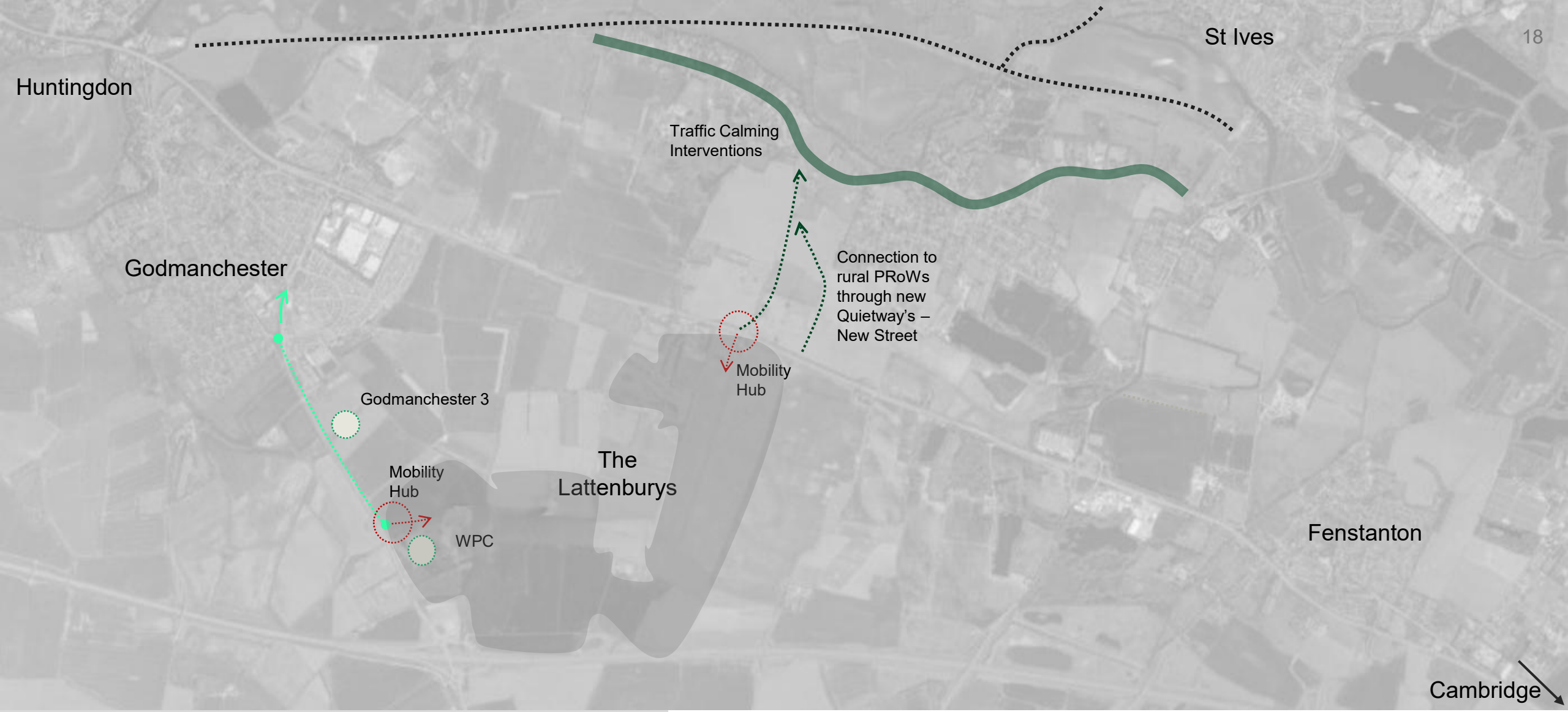


Figure 7. External Active Modes Strategy: **The Lattenburys Early Phase**

Delivered by CCC / HDC (Ref: CCC A141 Consultation) - Route B South Huntingdon to south St Ives. New 7.0km dedicated walking, wheeling and cycling facility.

The Lattenburys – Access and Active Mode connections. Roundabout A1198 and Signal Controlled junction A1307. Early phase mobility Hubs.

Traffic calming initiatives through Hemingford Abbots.

~1.5km new active modes route – west or east side of A1198 within highway land (min 3.0m wide, bi-directional shared cycle/pedestrian) – London Rd / A1198 roundabout to main A1198 access junction.

Developing leisure connections northward through Quietway's, linking existing PROWs and the planned Route B South Huntingdon to south St Ives.

Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026

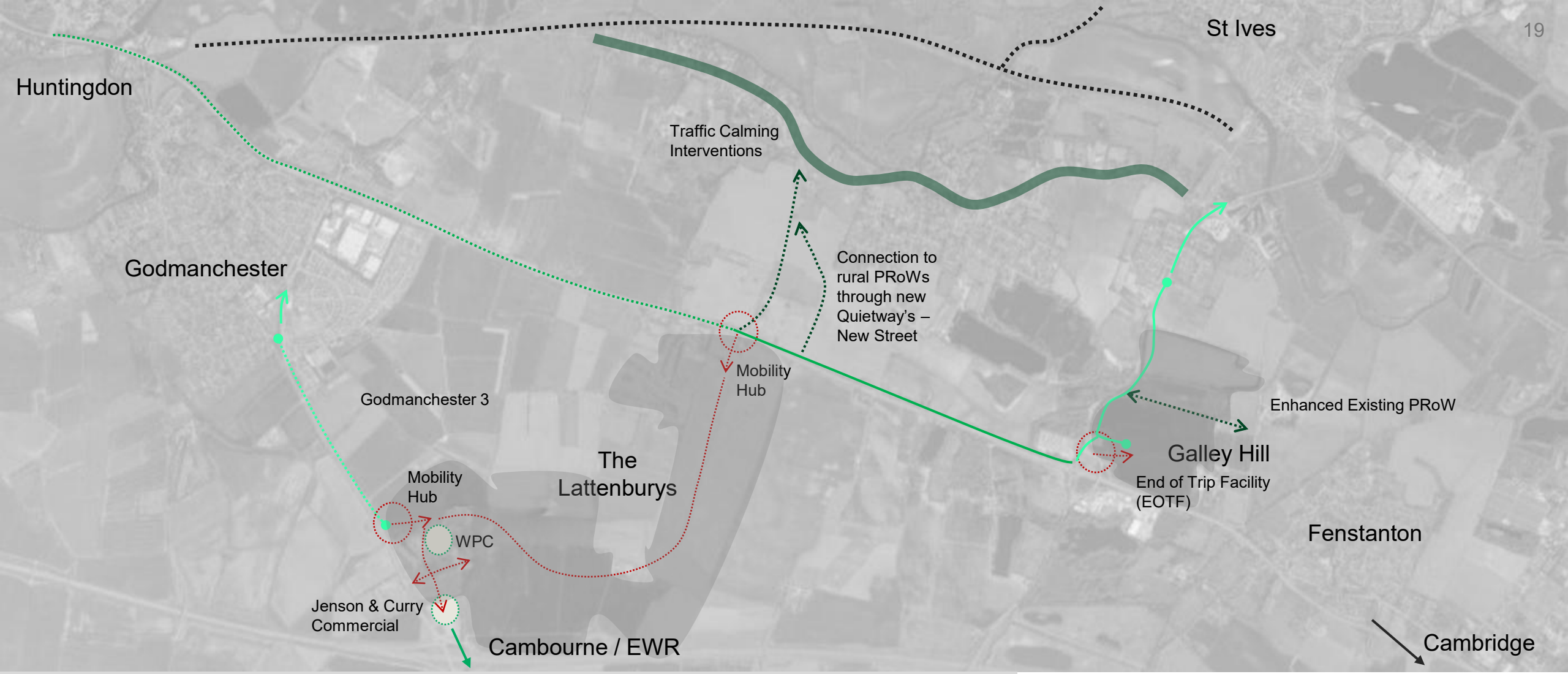


Figure 8. External Active Modes Strategy: **Longer Term' Linking The Lattenburys, Galley Hill & planned sites'**

Delivered by CCC / HDC (Ref: CCC A141 Consultation) - Route B South Huntingdon to south St Ives. New 7.0km dedicated walking, wheeling and cycling facility.

The Lattenburys – Access and main internal Active Mode connections (STC) Roundabout A1198 and Signal Controlled junction A1307. Mobility Hubs and STC through site

Traffic calming initiatives through Hemingford Abbots.

Developing leisure connections northward through Quietway's, linking existing PROWs and the planned Route B South Huntingdon to south St Ives.

~1.5km new active modes route – west or east side of A1198 within highway land (min 3.0m wide, bi-directional shared cycle/pedestrian) – London Rd / A1198 roundabout to main A1198 access junction.

Potential future ~2.5km new active modes route – north side of A1307 (~3.0m wide, bi-directional dedicated cycle/pedestrian route) – London Rd Galley Hill access to Lattenburys A1307 signalised junction. Expansion of the NCR to Cambourne and EWR.

Potential future ~5.0km new active modes route – south side of A1307 (~3.0m wide, bi-directional dedicated cycle/pedestrian route) – Lattenburys A1307 junction to Pathfinder Link Rd.

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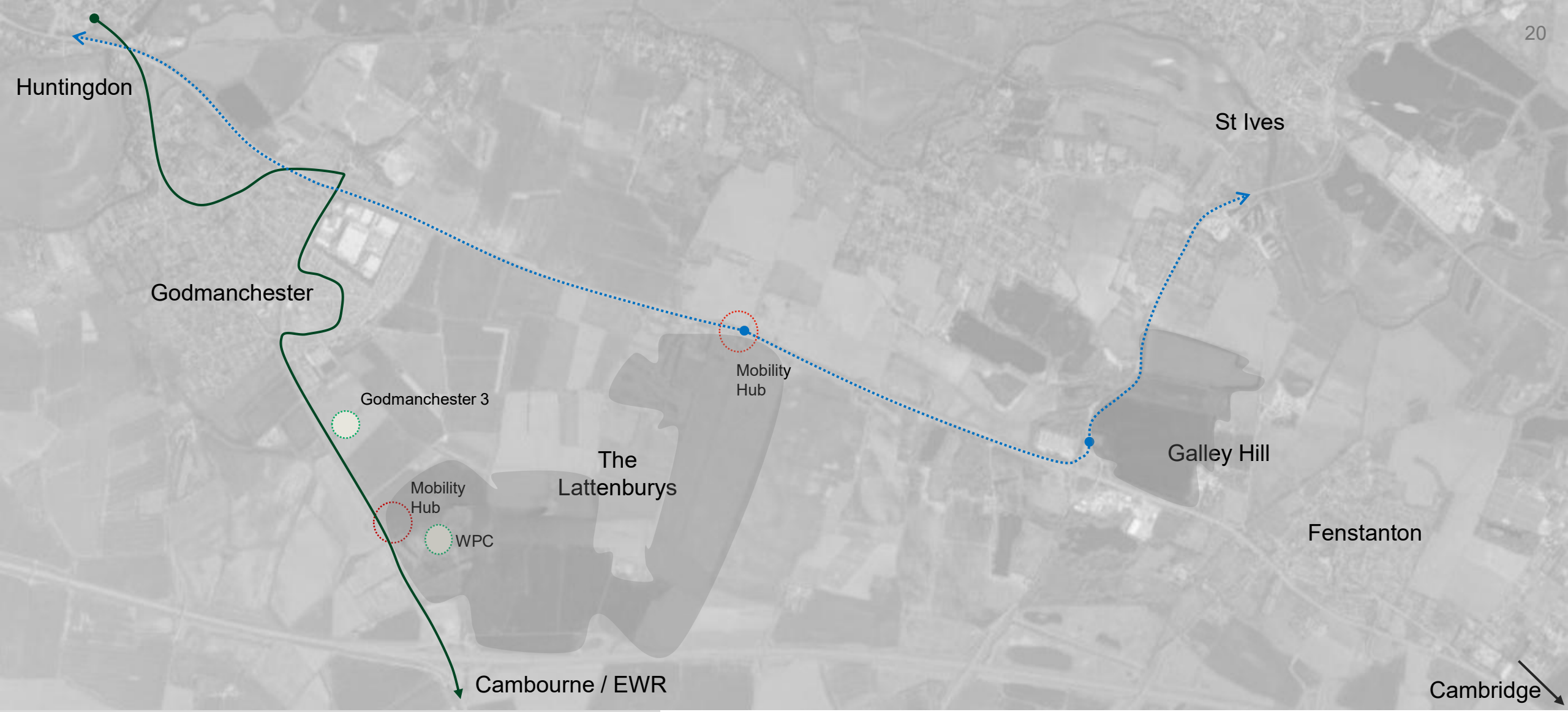


Figure 9. Public Transport (PT) Strategy: **The Lattenburys Early Phase**

Bus stop on the de-trunked A1307 diverted inbound of the site to a Mobility Hub to serve the Cambridge to Huntingdon Racecourse service, implemented to serve the future A141 improvement scheme.

Bus stops on the A1198 or diverted inbound of the site to a Mobility Hub to serve the existing or enhanced X2 / X3 bus services

Initial Phase is indicative and subject to stakeholder engagement – possible early phase funding for a bus service to St Ives and Huntingdon. AM / PM peak period where necessary and prior to CGB Blue / Pink route where required.

Possible enhanced services to the existing X2/X3 Whippet bus Route between Huntingdon and Cambridge. 5No. Services a day.

Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026

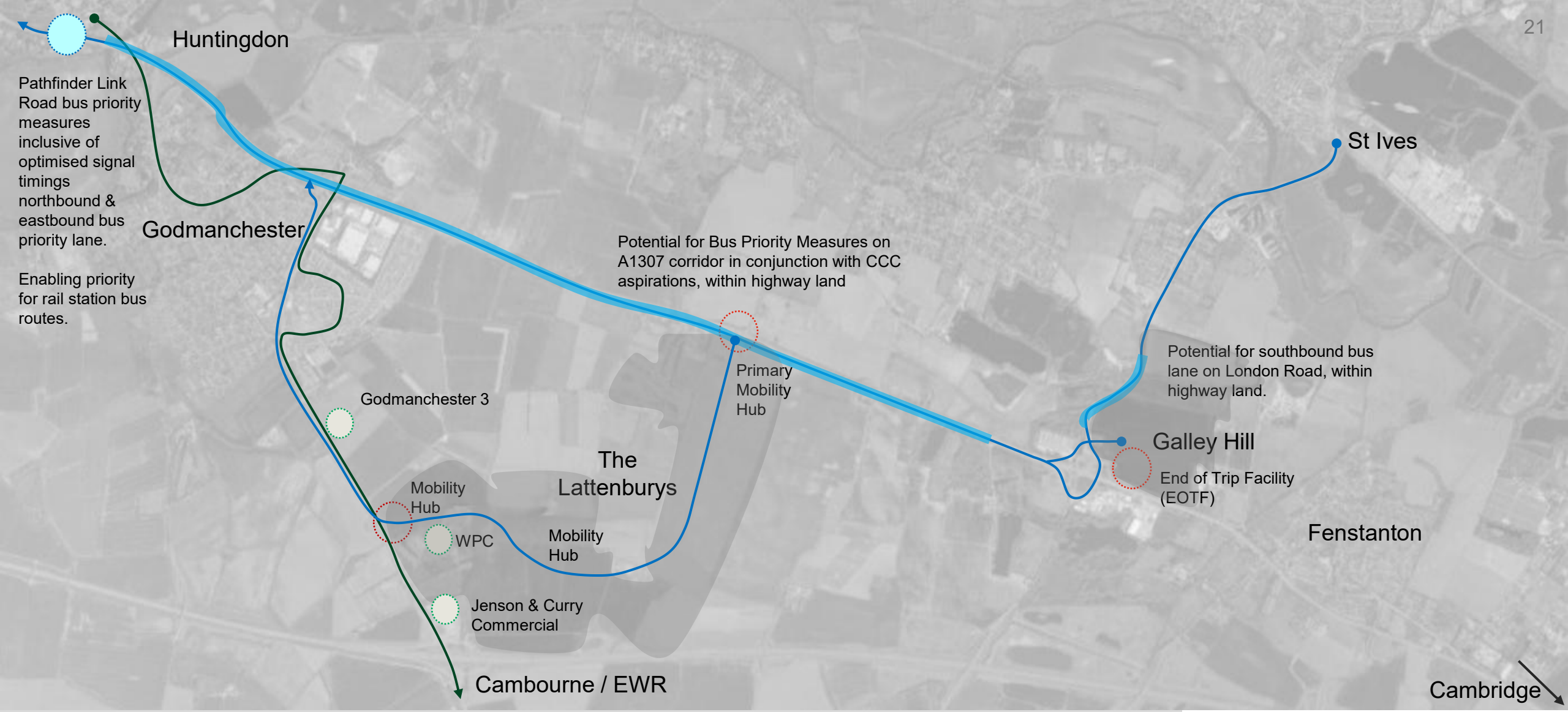


Figure 10. Public Transport (PT) Strategy: **The Lattenburys Longer Term ‘Linking The Lattenburys, Galley Hill & planned sites’**

Bus stop on the de-trunked A1307 within a Mobility Hub to serve the Cambridge to Huntingdon Racecourse service (CGB ‘Blue / pink route)

Bus stops inbound of the site within a Mobility Hub to serve the increased frequencies of the X2 / X3 bus services

Pathfinder Link Road bus priority measures inclusive of optimise signal timings. Enabling priority for rail station.

CCC A141 Consultation - CGB Blue / Pink Route. St Ives P&R to Huntingdon via A1307 and GH / The Lattenburys. 10-minute frequency. Bus lanes on A1307 to serve route. % of Services diverted through site. **Potential for** bus priority lanes.

Further expansion of and increased frequency of the X2/X3 Whippet bus Route between Huntingdon and Cambridge via EWR

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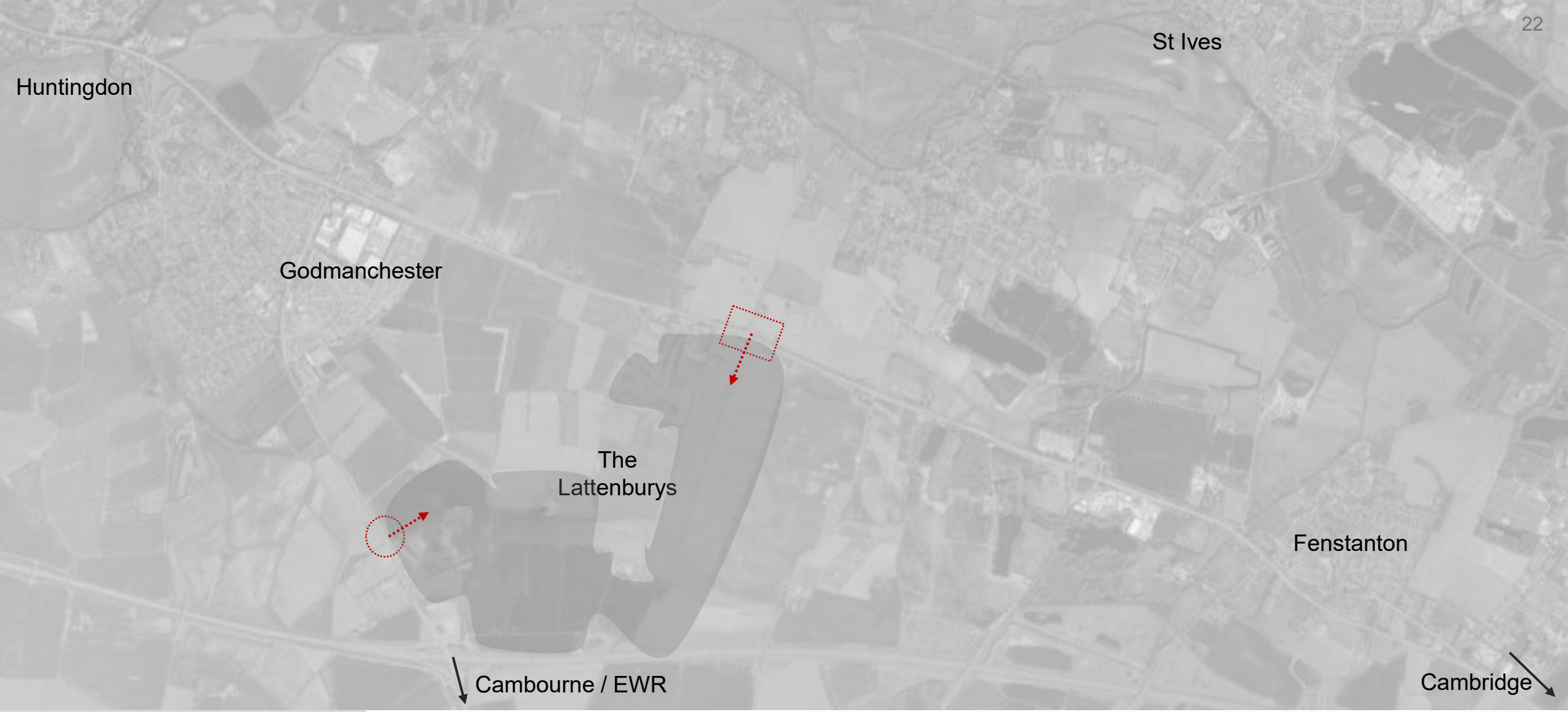


Figure 11. **Vehicular Access Strategy**

Imagery ©2026 Airbus, Maxar Technologies, Map data ©2026

All movement A1198 roundabout

All movement A1307 signalised junction

Refer to Junction Design General Arrangement Drawings for greater detail – Ref: Accompanying Traffic Analysis Report. The form and function of proposed junctions are anticipated to be reviewed throughout the next phases of the plan and therefore are not fixed solutions at this stage. Merely illustrated to provide comfort that detailed work has taken place to consider solutions. The junction types are not fixed at this stage of the plan.

Sustainable Transport Corridor (STC)

Public Transport & Active Modes only

STC (all modes)

'Green Loop' – Active Modes

All Modes Roundabout A1198

All modes Signalised Junction A1307 (potential for bus priority through junction)

Mobility Hubs

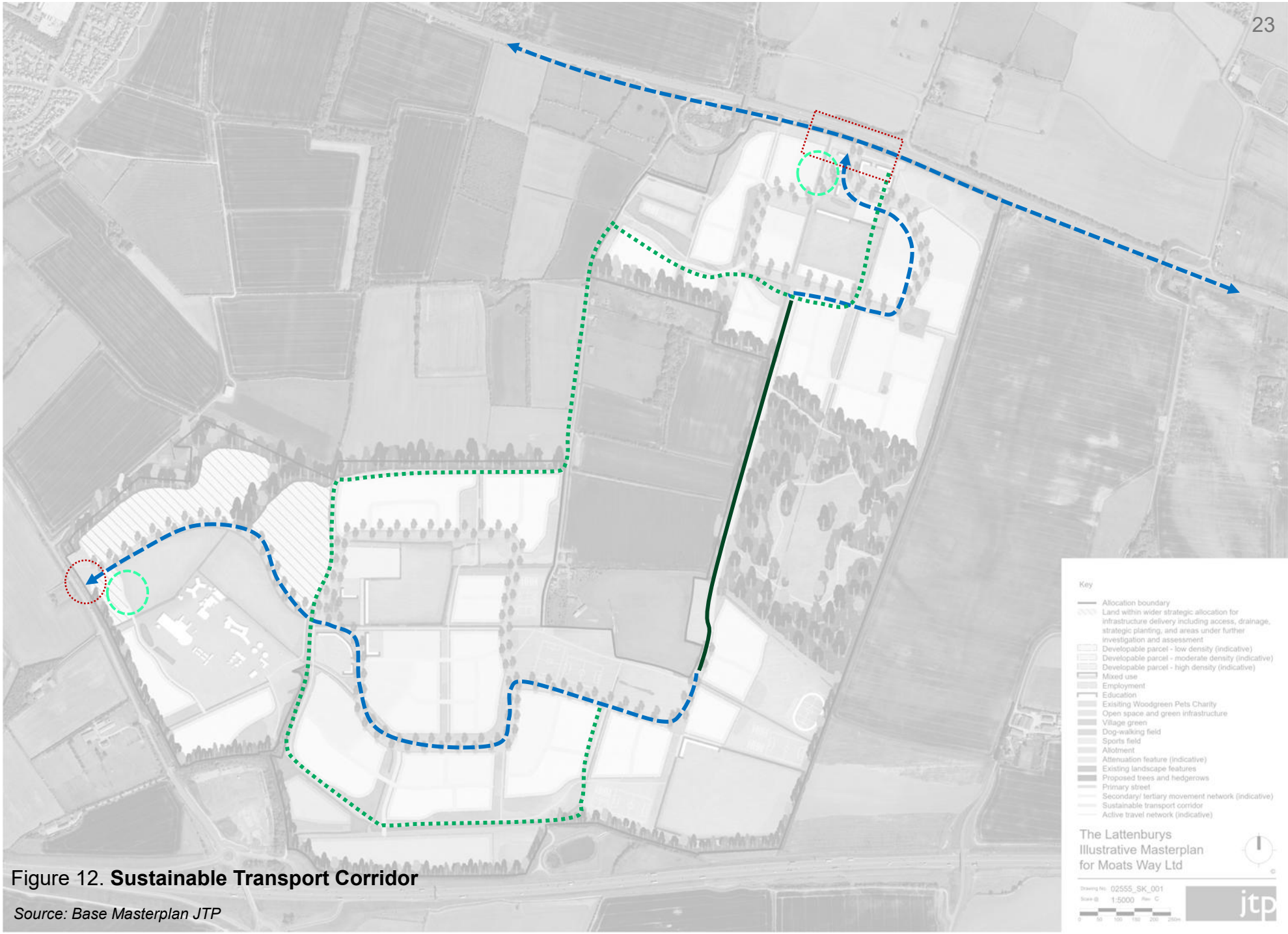


Figure 12. **Sustainable Transport Corridor**

Source: Base Masterplan JTP

05 Scenario Testing, Monitoring & Management

05 Vision-Led Scenario Testing

5.1 The future mobility strategy is framed around the need to produce a credible and deliverable transport evidence base. An evidence that will demonstrate to stakeholders and the Planning and Highway authorities that The Lattenburys can and will achieve sustainable delivery of housing numbers without having a severe impact on the surrounding highway network.

5.2 The strategy and vision, sets out how a future full mobility strategy can meet the above aspiration and how the site will meet the challenges of reduction in the reliance on private car, reduce the carbon impact and will avoid BAU approach to traffic impact assessment as part of the future planning application.

5.3 A phased approach to delivering the required mobility network alongside development build out rates, to achieve credible mode shift towards sustainable modes from day 1 and beyond to final build out is essential. This will ultimately form the basis of the approach to the transport assessment that will accompany the future planning applications.

5.4 To deliver a robust but visionary transport approach, AECOM set out the strategy which will create a vision-based projection for sustainable mode shares and multi-modal demand accounting for the aims and measures to be implemented in the development and visually comparing this with a BAU demand. This is set out as an 'initial early phase', 'interim phase' as the site builds out with critical mass and up to 'final build out' 2046 horizon (Ref Appendix A).

5.5. CaPCAM based Vision-led scenario testing is included within the Traffic Analysis Report under separate cover, under four separate scenarios incorporating different levels of mitigation strategies. Page 30 sets out the resultant mode shares:

- HDC / CCC Led DM (Do Minimum) scenario referencing the HSTS DM hybrid model, which included The Lattenburys with no wider Huntingdonshire mitigation strategies.
- HDC / CCC Led DS (Do Something) scenario referencing the HSTS DS hybrid model, which included The Lattenburys with wider Huntingdonshire mitigation strategies and EWR.
- A DSa scenario (delivered by CCC at the request of the site promotors) which modelled The Lattenburys inclusive of 'Lattenburys specific mitigation' – A1198 & A1307 active modes connection & enhanced bus connectivity to the site.
- A DSb scenario (delivered by CCC at the request of the site promotors) which modelled The Lattenburys inclusive of 'Lattenburys specific mitigation' - A1198 & A1307 active modes connections between Huntingdon and St Ives linking The Lattenburys, with the addition of bus priority on the A1307 and Path Finder Link Road Junction.

5.6 Whilst the principle should be visionary and underpinned by mode shift, the starting point should be within the context of existing travel patterns to form a robust understanding. 2011 Census data (in lieu of 2021 data) is utilised as the starting point to underpin the vision. The 2011 census data for the Middle Layer Super Output Areas (MSOAs), 014 and 016 suggests ~50% private car use – however this also covers the urban areas of Godmanchester and Huntingdon.

5.7 In comparison the strategic CaPCAM modeling suggests between ~75% DM and ~67% (CaPCAM DSa / DSb scenarios) private car mode share for the Lattenburys site specifically. Applying the active travel and sustainable interventions set out in this STS and the modelling scenarios under DSa and DSb, the strategic CaPCAM model achieves a modal shift from private car to sustainable transport modes, summarised further at Appendix A.

5.8 The vision focusses on viable mode share targets for active and public transport modes – linked to the previously visioned mobility network.

5.9 At a strategic modelling level of assessment a mode shift from private car to sustainable modes of transport of ~6% can be seen between the initial authority led DM / DS modelling scenarios and the more recent site promotor led DSa and DSb modeling scenarios. The site promotors and their consultants aim to work closely with the authorities as the plan progresses to develop on those sustainable transport mitigation measures testing further how these can positively influence mode share and associated trips. Further refinement of strategic modelling may result in greater benefits as currently seen, with increases in mode shift as the details of the development(s) become clearer as the plan making process continues.

5.10 Alongside the CaPCAM modelled scenario results, the aspiration of the site promotion remains to maximise mode shift from the private car, to sustainable modes of transport, page 30 onward sets out a summary of the mode shift aspirations based on the detail set out in Appendix A.

Monitoring and Management

5.11 Monitoring and managing the plan will ultimately be a key step in the Vision-led 'Monitor and Manage' approach. Detail in regard to the following approaches will be developed as the plan and scheme moves forward through planning, utilsing the latest technological and social advances:

- Travel Plans.
- Progressive parking standards.
- Monitoring of Parking Demand.
- Car Clubs (Peer to Peer rentals)
- Car Sharing.
- Delivery and Servicing Management Plan.

05 Sustainable Mobility Strategy Summary

5.12 The Sustainable Mobility Strategy presents a significant shift towards more sustainable travel behaviour from the initial development phase through to the full build out stage. The strategy has outlined from that:

- Active travel could be increased from 21% / 26% up to an aspirational 30%.
- Public transport could increase from 6-7% to an aspirational longer term 10%.

5.13 This aspiration is alongside a baseline assumption of at least 10% homeworking during the peak period, reflecting the 2021 travel-to-work census and the benefits of trip internalisation (Figure 12). However, it is likely that homeworking will attract a higher % share during the peak periods as the development builds out over the next 20 years.

5.14 Therefore, based on the 71% DS model prediction for private car mode share, and with the introduction of the STS and travel plan mode shift aspirations, this could result in at least a ~20% reduction in private car us due to increased uptake in active travel and public transport modes alongside working from home.

5.15 This would bring the development in alignment and possible even improve upon the DfT current mode share aspirations, as stated in the National Travel Survey 2024 whereby:

- **30% use Active Travel**
- **8% use Public Transport.**
- **63% use Private Car.**

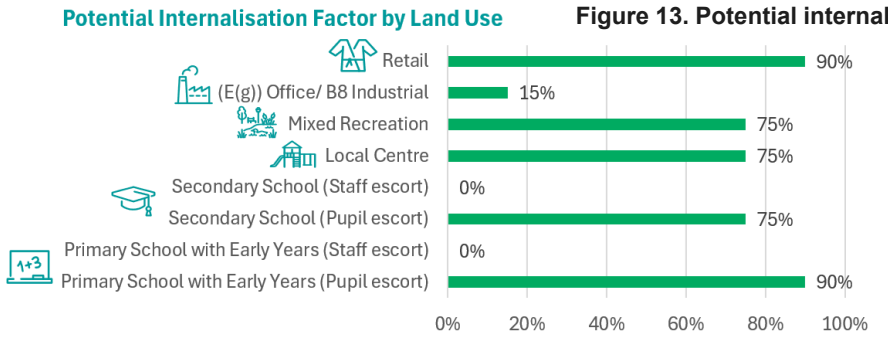
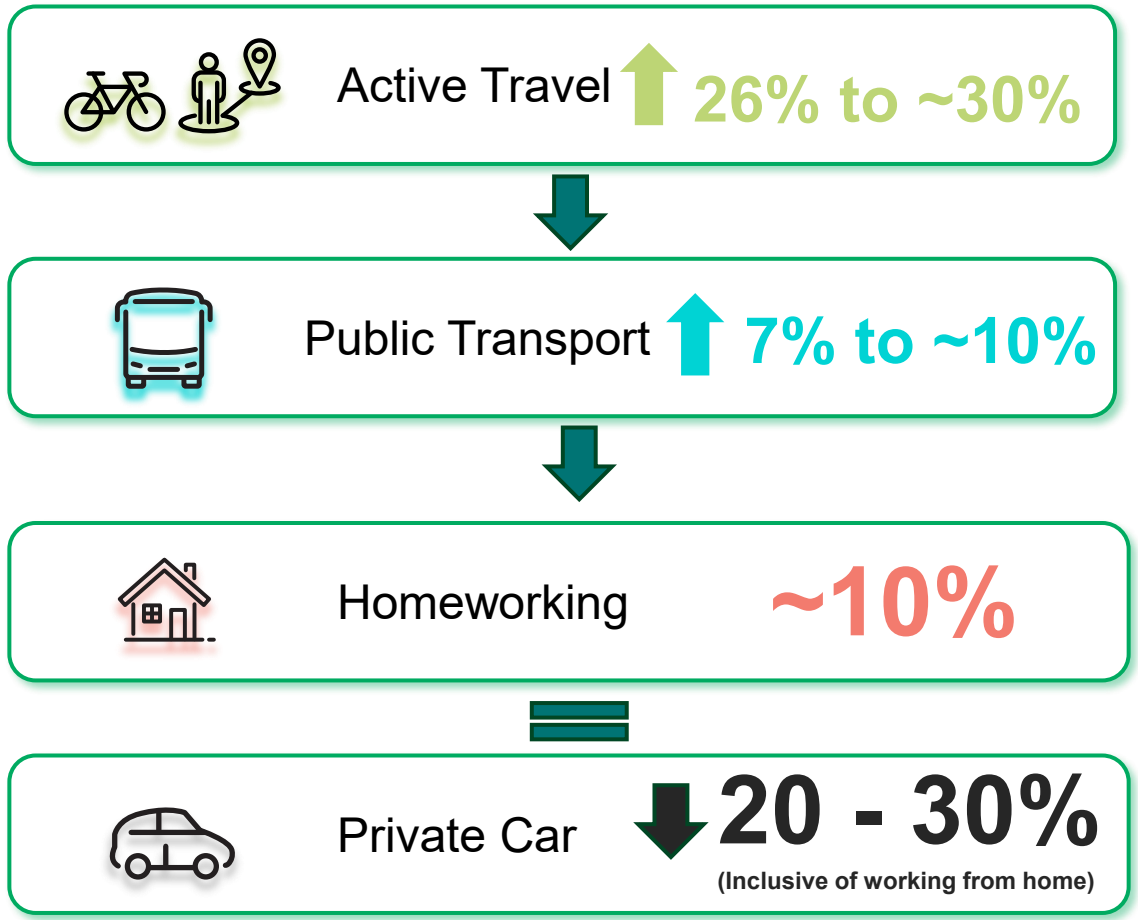


Figure 13. Potential internalisation Factors

Full Build Out Mode Share Summary – based on the difference between active travel and public transport uptake against the 71% DS Scenario Private Car usage, and STS future aspirations (DSb).



06 Summary & Conclusion

06 Summary & Conclusion

6.1 This document is submitted as part of a suite of documents related to site promotion into the Huntingdonshire Draft Local Plan update – Regulation 19. The Lattenburys is proposed as a 21st Century sustainable community based around the concept of two villages but one community with a shared sense and pride of place that will sit sensitively in the local landscape.

6.2 The Lattenburys, is centered around the concept of two distinct villages but one community that will sit sensitively in the local landscape and be connected both internally and externally via a sustainable mobility strategy. The site would deliver upward of ~3,800 homes, employment & community space along with primary and secondary schools by 2046, with early phases of development in the short-term.

6.3 The Lattenburys site is easily accessed via two proposed new junctions – located on the de-trunked A1307 and the A1198. Both junctions have been shown through junction capacity analysis that they can accommodate future traffic volumes and are deliverable with land and design constraints. However, the aim of The Lattenburys is to develop a sustainable mobility vision from the outset. The infrastructure vision set out in this document is based on a realistic and ambitious phased approach to development and therefore mobility, set within an aspirational target to connect the site, to, through, and within via sustainable modes of transport.

6.4 The STS covers our approach to mobility associated with delivering phased development through and up to Local Plan period and beyond to a final end state of development.

6.5 It showcases our ambition for transport and connectivity delivering:

- Internal placemaking and complementary land uses that will encourage internalisation of trips.
- A sustainable transport strategy which supports CCC and HDC's ambitions for the region, linking development alongside these planned interventions.
- Ambition on the part of the land promotors to enable development to sit sensitively within the existing landscape and deliver transport infrastructure that is both enabling and transformative toward active modes and public transport.
- Deliver highway infrastructure that accommodates public transport priority as well as capacity to accommodate the predicted future traffic growth associated with the wider growth plan up to Local Plan period and beyond. In the case of the A1307 – flexibility in the junction design to accommodate further growth.

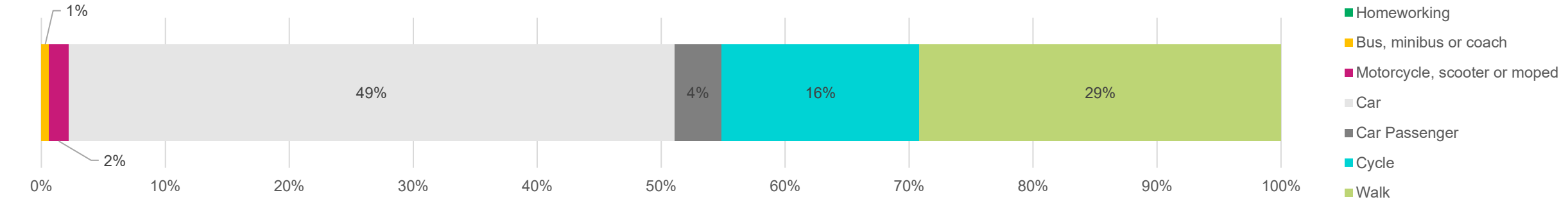
6.6 During the latter stages of Regulation 19, the following next steps, will be considered as the project develops:

- Engage with officers at CCC and the combined authorities.
- Refine the Public Transport Strategy with input from public transport operators to ensure deliverability.
- Continue to develop and refine the strategy alongside the masterplan.
- Continue dialogue with CCC and the combined authorities with regard to the A1307 and A1198 junction proposals.
- Ultimately prepare a Transport Assessment, Residential and Workplace Travel Plans, and a Monitoring and Evaluation Plan to support the local plan allocation.
- Work with CCC to determine offsite impacts and to agree mitigation requirements.
- Develop a Parking Strategy which sets out parking standards and design codes linked to land use, development density and their location within The Lattenburys.

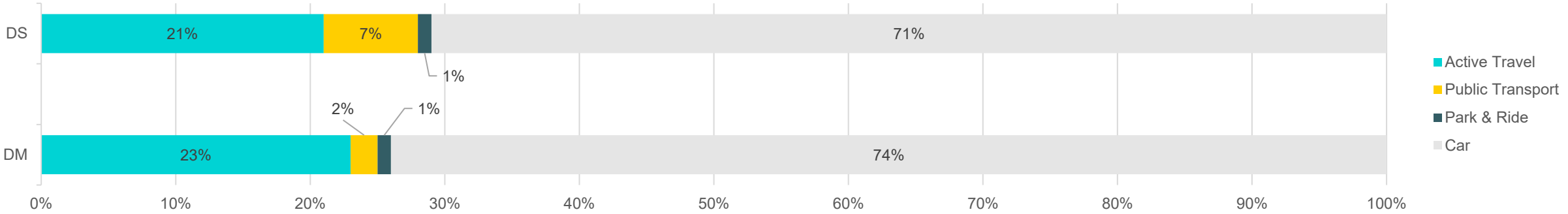
Appendix A - Scenario Testing (CaPCAM)

Mode Share Vision

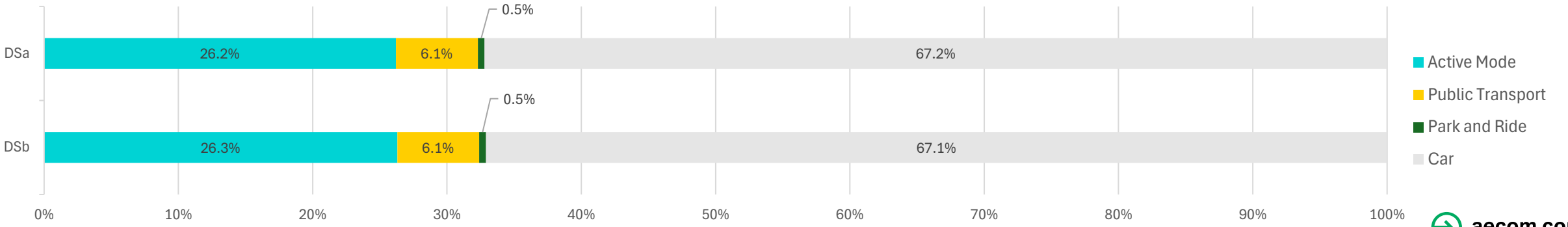
2011 Census Data – Average Travel to Work Mode Share for MSOA 014 / 016 – contextual position



DM/DS Mode Split (%) - Sector origin trips by mode (24hrs) - DM vs DS Share for The Lattenburys



DSa/DSb Mode Split (%) - Sector origin trips by mode (24hrs) - DSa vs DSb Share for The Lattenburys



Active Travel Ambition

A.1 For initial phases of the Lattenburys, two villages will form – from the west alongside the A1198 and to the northeast adjacent to the A1307. Active travel routes will therefore focus on connectivity toward the existing town of Godmanchester from the western village and a link toward St Ives to the east from the northern village.

A.2 In addition, the intention will be to create internal links within the wider land promotion to create leisure routes and a connection between both villages. There will also be a focus on connection northward utilises Quietway's, linking existing PROWs and the CCC planned 'Route B' to provide wider strategic connectivity from Huntingdon to south St Ives.

A.3 A connection eastward to Galley Hill, along the north side of the A1307 will ensure the site is connected locally and strategically to employment and further afield to St Ives.

A.4 This initial phase of infrastructure investment will ensure active modes are embedded from early on and will enable a clear path to monitor and manage uptake by residents and employees.

A.5 Final state connectivity will see the introduction of a fully completed active modes corridor to Huntingdon town centre via the A1307 and linking the existing network (Route 12 & 51) at the Rail and bus stations. Internally a fully completed internal STC will connect both villages enabling internalised movement via active modes, to form a fully connected local and strategic plan.

2030 (Day 1 toward first 5 years)



Initial Homes

- Approximately 1.5 km of new active travel route will be developed on either the west or east side of the A1198 to Godmanchester, situated within highway land.
- The route will support bi-directional use by both cyclists and pedestrians, extending from the London Road/A1198 roundabout in Godmanchester to the main access junction on the A1198.
- Additional leisure connections will be included northward through Quietway's, linking existing PROW's and the planned Route B South Huntingdon to south St Ives.
- Initial mobility hubs will be located at the A1307 and A1198.

~2040 (End of decade)



Creating Villages

- An additional 2.5 km of new active travel route will be constructed on the north side of the A1307 dedicated for cyclists and pedestrians, extending from Lattenburys A1307 access junction to the London Road GH access and ETOF.
- An internal STC linking both villages, to enable internal walking cycling trips within the land promotion.
- Mobility hubs will develop on existing and new locations within the site of various levels of size, infrastructure and role.

2046 (End of LP Period / and full build out)



21st Century Sustainable Community

- A further ~5.0km of new active modes route will be constructed towards the south side of A1307 providing access from Latts A1307 to Pathfinder Link Rd.

Mode Share

21%
+10% Home working

26%
+10% Home working

~30%
+10% Home working

Public Transport Ambition

A.6 For the initial phases of the Lattenburys, development will be centred around two distinct villages, as outlined in the Active Travel Strategy: a western village located adjacent to the A1198 and a north-eastern village situated alongside the A1307.

A.7 Public transport provision will initially focus on connecting the western village to Godmanchester via the existing X2/X3 bus corridor, while the north-eastern village will be served by a shuttle service linking residents and employees to St Ives and the employment opportunities at Galley Hill.

A.8 An eastbound connection, routed along the northern side of the A1307, will provide both local and strategic access to key employment destinations and onward connections to St Ives. The initial infrastructure will embed public transport travel choices and enable the monitoring of travel behaviour to effectively manage the uptake of sustainable modes to support the final phase.

A.9 Within the latter phases, a continuous strategic public transport link is proposed between St Ives Park & Ride and Huntingdon, via the A1307 integrating both the western and north-eastern villages. This corridor will be supported by mobility hubs, encouraging interchange with active travel modes and promoting sustainable onward journeys.

2030 (Day 1 toward first 5 years)

Initial Homes

- The Lattenburys Initial Phase providing access via a bus shuttle / service in the AM / PM Peak period where necessary and prior to CGB 'Blue / pink route along the A1307 and London Road.
- Bus stop along the A1307 diverted providing access to the Mobility Hub to serve the Cambridge to Huntingdon Racecourse service, implemented to serve the future A141 improvement scheme.

~2040 (End of decade)

Creating Villages

- Funding to increase frequency of the existing X2/X3 Whippet bus Route between Huntingdon and Cambridge. Providing 5 services a day to along the A1198 and A1307.
- Bus stops on the A1198 are diverted inboard of the site to a Mobility Hub to serve the existing X2 / X3 bus services

2046 (End of LP Period / and full build out)

21st Century Sustainable Community

- The full build out features St Ives P&R to Huntingdon via A1307 and GH / Latts. Offering a 10-minute frequency with bus lanes on A1307 to serve route.
- Pathfinder Link Road bus priority measures inclusive of optimise signal timings.
- Enabling priority for rail station

Mode Share	7% +10% Home working	8% +10% Home working	~10% +10% Home working

AECOM DELIVERING A BETTER WORLD.