TECHNICAL NOTE

Huntingdonshire Local Plan

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1. Introduction

This Technical Note (TN) has been prepared by AtkinsRéalis, who have been commissioned by Huntingdonshire District Council (HDC) to deliver a Strategic Transport Study for Huntingdonshire. This TN provides the results from Task 2.2 of this commission relating to the Comparative Accessibility assessment.

The purpose of the Strategic Transport Study is to inform the development of the Huntingdonshire Local Plan to 2046. The study will:

- Identify and test the transport implications of committed development across four potential development scenarios;
- Recommend the most sustainable development scenario in transport terms for delivering the approximately 15,000 homes required during the Local Plan period;
- Highlight where there are opportunities for increasing the usage of sustainable transport modes;
- Identify and cost where amended or additional transport infrastructure is required to mitigate the predicted impacts of each potential development scenario; and
- Form the basis of a district-wide transport strategy that mitigates the transport implications of the chosen development scenario.

The Huntingdonshire Local Plan to 2046 is currently being prepared for submission in 2026. Following National Planning Policy Framework (NPPF) and National Planning Policy Guidance (NPPG), it is imperative that local planning authorities develop a robust transport evidence base to support the preparation and review of their Local Plan.

Huntingdonshire and the wider Cambridgeshire region has a growing population, and targets are in place for the development of approximately 15,000 new homes and up to 70 hectares of commercial space in the District between the present year and 2046. These are to be supported by the development of new employment sites as well as retail and wider ancillary facilities. Such development requires robust transport infrastructure to be sustainable, to ensure efficient movement of people and goods, and to enable further housing and economic growth across Huntingdonshire.

1.1 Accessibility analysis

1.1.1 Scope

The scope of this accessibility analysis has been to provide a baseline comparison of existing access credentials for walking, cycling and public transport journeys to reach destinations from strategic sites being considered in the development of the emerging local plan.

As set out above, significant housing and employment growth is planned in Huntingdonshire District between the present year and 2046. Much of this growth could be delivered within a handful of large strategic sites. For the purposes of this assessment, twelve possible strategic sites have been identified within the District by HDC and reviewing the comparative accessibility of these sites is a vital part of the transport evidence base for the new Local Plan. The purpose of this technical note is therefore to identify the relative merits of the twelve strategic sites, in terms of their accessibility based on the existing active travel, public transport and highway network.

The modelling used will measure the travel time from each site access point to key destinations within the Huntingdonshire district and the wider Cambridgeshire county area by walking, cycling and public transport. The results will provide a comparison to be made and ultimately allow the sites to be ranked in accordance with their accessibility by a combination of all modes.

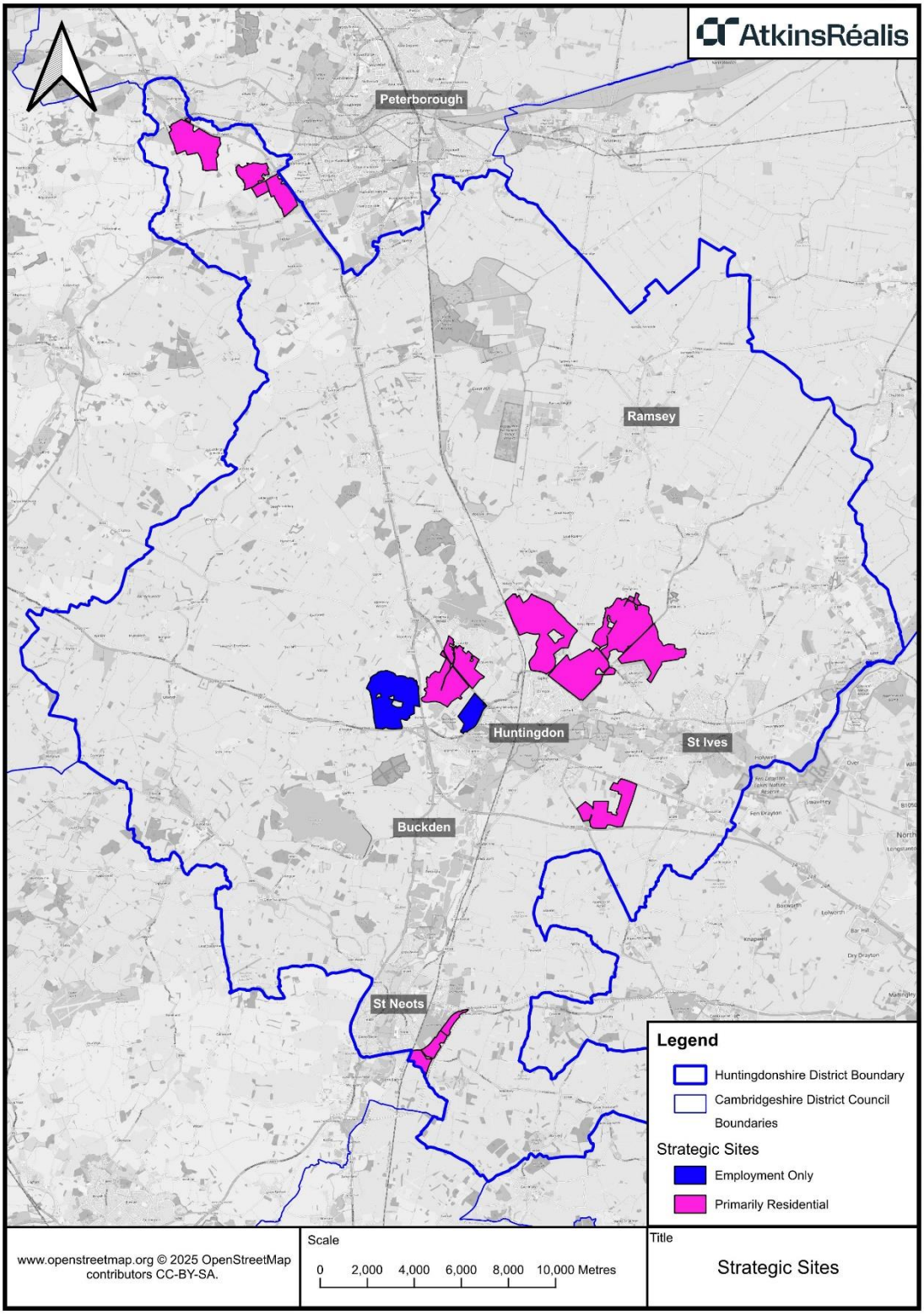
1.1.2 Strategic sites

Table 1-1 summarises the key details of the twelve strategic sites which are assessed in this report. The location of these sites can be seen in Figure 1-1.

Table 1-1 - Strategic sites key details

Full site name	LAA reference	Hereafter referred to	Type	Planned capacity
Sibson Garden Community	Sibson-cum-Stibbington 1	Sibson Garden Community	Primarily residential	2,875 dwellings
Chesterton Garden Village	Chesterton 2	Chesterton Garden Village		1,000 dwellings
Land West of A1	Chesterton 1	Land West of A1		1,638 dwellings
Nook Farm, Little Stukeley	The Stukeleys 2	Nook Farm		4,108 dwellings
Sapley Park Garden Village, North of A141, Huntingdon	Abbots Ripton 6	Sapley Park Garden Village		9,006 dwellings
Lodge Farm, North of A141, Huntingdon (Wyton on the Hill)	Wyton on the Hill 3	Lodge Farm		4,989 dwellings
Hungary Hall, West of A141, Wyton-on-the Hill	Wyton on the Hill 2	Hungary Hall		4,061 dwellings
Wyton Airfield	Wyton on the Hill 1	Wyton Airfield		4,491 dwellings
The Lattenburys (land to the south of the A1307 and north of A14, and west of A1198)	Hemingford Abbots 3	The Lattenburys		3,824 dwellings
East of St Neots	Abbotsley 1, Abbotsley 2, Abbotsley 3	East of St Neots		2,619 dwellings
Land at Weybridge Farm (Brampton Cross)	Alconbury 8	Brampton Cross	Employment only	78 hectares of employment land
Land north of A141 between Huntingdon Racecourse and A1307	The Stukeleys 5	Land North of A141		19 hectares of employment land

Figure 1-1 - Strategic sites



1.1.3 TRACC

This assessment has been driven by the use of TRACC software. TRACC is a multi-modal transport planning software which produces accurate travel times and distances for active travel and public transport modes, using TRACC travel time analysis software. The software allows users to specify selected origin and destination points, providing detailed journey time information which can be used for comparative assessment purposes including detailed and accurate multi-modal trips using a combination of public transport services and walking to reflect real-world journeys. For the purpose of this TN, we have assessed journey times by modes of travel between the access points of strategic sites and key destinations including those for education, employment, and leisure purposes.

The methodology details can be found within Section 2 of this TN.

1.2 Technical note structure

The technical note is structured as follows:

- **Chapter 2** details the method behind the accessibility analysis, including the ways in which origin and destination points were obtained, and the various TRACC model runs that were completed to inform an assessment of the sites;
- **Chapter 3** presents the outputs of the accessibility analysis for the primarily residential sites and reflects on the status of each site individually;
- **Chapter 4** presents the outputs of the accessibility analysis for the employment only sites and reflects on the status of each site individually;
- **Chapter 5** details the study assumptions; and
- **Chapter 6** summarises the overall findings of the accessibility analysis.

2. Method

2.1 Scope

As set out in Section 1.1.1, the scope of this workstream is to provide a comparative assessment of the accessibility of each of the twelve strategic sites to key destinations, by sustainable transport modes.

2.2 Origins

As set out in Section 1.1, HDC provided AtkinsRéalis with a list of twelve strategic sites and their locations in GIS format. In addition to this, several documents were also shared relating to each site, including vision documents, illustrative masterplans, site access statements and opportunity documents. The depth of information provided for each site varied, reflecting the fact that they are all at differing stages of the development process.

To measure the accessibility of each site using TRACC, origin points must be identified. Whilst the internal masterplan of the majority of the sites is not yet known, all sites have documents which identify site access points for motorised vehicles on to the existing highway network. Additional access points for non-motorised users are identified at some sites, which are usually further through the design process. As access points for non-motorised users are not yet identified at all sites, it was decided that these would not be included in the analysis. This ensures that the results of the accessibility analysis are comparable and fair.

The specific documents used to identify each site's access points are referenced in full, in Table 2-1.

2.2.1 Model inputs

Figure 2-1 illustrates the origin points of each of the twelve strategic sites. The exact location of the origin point(s) for each site, along with each points reference number, is provided in Sections 3.2 and 4.2, within the individual site profiles. Table 2-1 details the documents from which the origin points have been obtained.

Figure 2-1 - Site access points

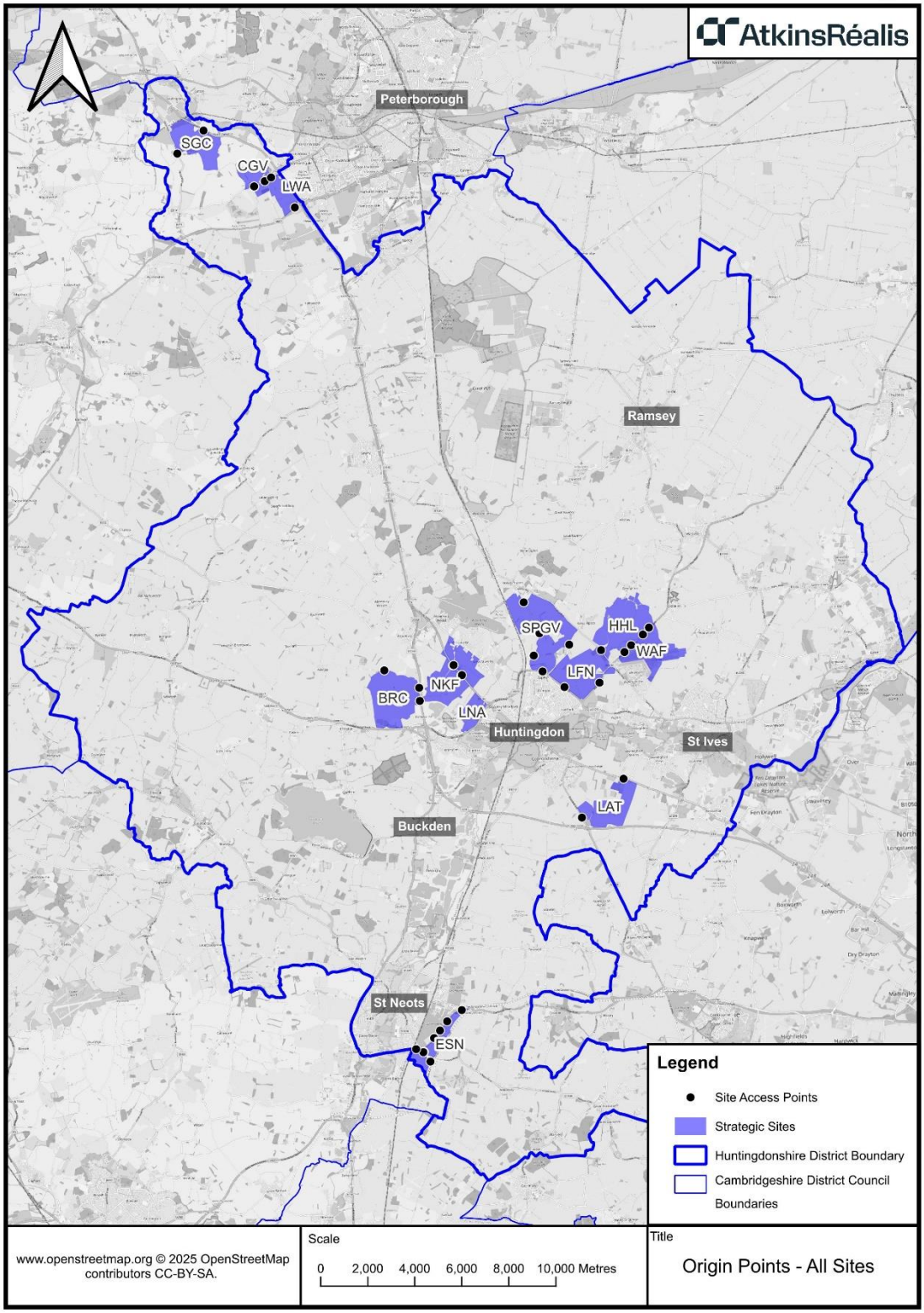


Table 2-1 - site access points information source

Site type	Site name	Information source	Site code	Access points
Primarily residential	Sibson Garden Community	Illustrative masterplan on Sibson Garden Community website.	SGC	2
	Chesterton Garden Village	Vision document titled 'A Vision for Chesterton Garden Village' (Pg. 24-25).	CGV	3
	Land West of A1	Emerging concept plan dated January 2025.	LWA	2
	Nook Farm	Indicative concept proposals.	NKF	4
	Sapley Park Garden Village	Vision document (Pg. 21).	SPGV	5
	Lodge Farm	Access review technical note and Illustrative Framework Plan, dated June 2023.	LFN	2
	Hungary Hall	Indicative concept proposals.	HHL	3
	Wyton Airfield	Masterplan vision document dated November 2024.	WAF	2
	The Lattenburys	Vision and prospectus document dated June 2023 (Pg. 47).	LAT	2
	East of St Neots	Comprised of three separate sites namely Abbotsley 1, Abbotsley 2 and Abbotsley 3. Vision document used for Abbotsley 1; masterplan for Abbotsley 2 and vision document and transport and access statement used for Abbotsley 3 (Pg. 31).	ESN	8
Employment only	Brampton Cross	Brampton Cross Vision Document, dated June 2023 (Pg. 25).	BRC	3
	Land North of A141	Opportunity document provides an indicative masterplan (Pg. 29).	LNA	1

2.3 Destinations

During the inception stage of the project, it was agreed with HDC which destinations would be assessed as part accessibility analysis of the twelve strategic sites. These destinations included places for education, employment, and leisure, as listed below:

- **Education:** primary schools, secondary schools and further / higher education;
- **Employment:** employment areas; and
- **Leisure:** local centres, spatial planning areas within Huntingdonshire, and town centres outside of the district.

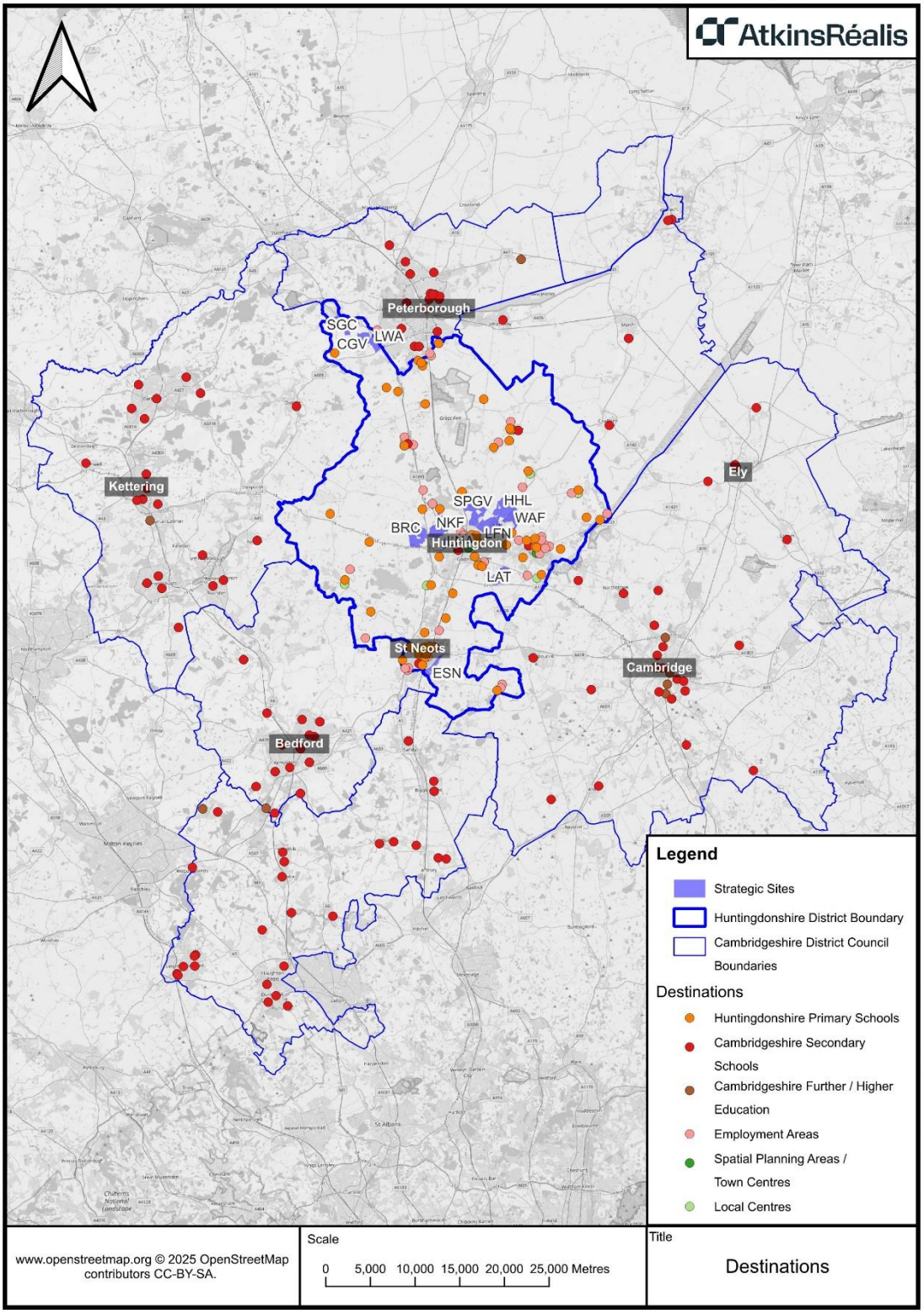
2.3.1 Model inputs

Table 2-2 details the destination points used in this assessment, as well as providing information regarding the source of the input, where appropriate. The geographical scope of each destination is also provided. Figure 2-2 illustrates these destination points on a map.

Table 2-2 - Destination points

Destination	Geographical scope	Source	Number of points
Primary schools	Huntingdonshire only	▪ Dataset sourced from Open Government Data which lists all educational establishments in England. ▪ Independent and special schools excluded.	62
Secondary schools	Cambridgeshire	▪ Dataset sourced from Open Government Data which lists all educational establishments in England. ▪ Secondary schools and middle deemed secondary schools selected. ▪ Independent and special schools excluded.	112
Further and Higher Education	Cambridgeshire	▪ Dataset sourced from Open Government Data which lists all educational establishments in England. ▪ All those catering for education beyond the age of 16 included. ▪ Independent and special schools excluded.	83
Employment areas	Selected locations	▪ Huntingdonshire's Local Plan to 2036 list of employment areas within Huntingdonshire (Pg. 82-83). ▪ Three key employment destinations outside of Huntingdonshire included, namely Peterborough, Cambridge and Bedford, as agreed with HDC.	40
Local centres	Selected locations	▪ List provided by HDC. Locations included were Yaxley, Buckden, Fenstanton, Kimbolton, Warboys, Sawtry and Somersham.	7
Spatial planning areas	Selected locations	▪ The four spatial planning areas in Huntingdonshire (as set out in the adopted plan) as well as three key town centres outside of the district, namely Peterborough, Cambridge and Bedford.	7

Figure 2-2 - Destination points



2.4 Transport network

2.4.1 Public transport

The public transport network has been downloaded from Basemap. The network is made up of National Public Transport Access Nodes (NaPTAN) data and provides accurate stop locations for all public transport services, as well as timetabling and bus route line information, to enable accessibility analysis.

All public transport routes that pass through or are situated within Huntingdonshire were selected. Information was taken from the latest available period, which was Q1 2025, with timetable information sourced from the National Traveline Dataset.

2.4.2 Highway

OpenStreetMap Data was obtained from Basemap in April 2025, this provides all available links from the OpenStreetMap API and include all highway links as well as non-motorised links and public rights of way. Standard DfT speeds have been applied to each link type with pedestrians travelling at 4.8km/h on most links and cyclists travelling at 16km/h. The cycling speed is set to 4.8km/h on footpaths as standard, as it is expected that cyclist will either dismount or reduce their speed, in order to use footpaths.

All links have been retained from the original network file to maintain a fair, consistent and repeatable assessment of accessibility. Whilst these features can be overcome by manually editing individual road links within the dataset, it was deemed inappropriate for this assessment, due to the high-level nature of the work and its large geographical scope, across not just Huntingdonshire, but Cambridgeshire as a whole. Decisions such as the appropriateness of roads for cycling also inherently involve assumptions and are subjective by nature, which would have added further complexity.

Internal network links within the proposed strategic sites have also not been processed as part of this study. This is due to the available level of detail of each site's masterplan differing according to their position along the development timeline, and due to the fact that site masterplans are often subject to change, over the course of the design and construction cycle.

Overall, Open Street Map is considered a robust and appropriate dataset for this comparative accessibility analysis, due to the detail included within the network, which includes all links for motorised and non-motorised users.

2.5 Assessed modes and time periods

To assess the active travel and public transport accessibility of the twelve strategic sites, accessibility has been measured by walking, cycling and public transport. To reflect the differing public transport provision and journey times between time periods and differing days of the week, public transport provision has been assessed under various scenarios including:

- Tuesday AM peak (07:00-09:00) – whilst the traditional AM Peak is 07:00-10:00 this has been shortened to reflect the fact that the majority of people are expected to arrive at work and/or school by 9am;
- Tuesday inter-peak (11:00-14:00);
- Tuesday PM peak (16:00-19:00); and

- Saturday inter-peak (11:00-14:00).

Active travel times typically do not vary between peak periods and therefore have been assessed under one scenario, which reflects all time periods.

2.5.1 Primarily residential sites

Table 2-3 provides a full list of the model runs completed as part of this accessibility analysis for the primarily residential sites, including the assumptions behind them. In total, 23 runs were completed.

Table 2-3 - TRACC model run specifications

Destination	Active travel		Public transport				Assumptions
	Walking	Cycling	Tuesday AM	Tuesday IP	Tuesday PM	Saturday IP	
Primary schools	✓		✓		✓		▪ School travel only associated with weekdays. ▪ Primary school children are not typically expected to cycle to school.
Secondary schools	✓	✓	✓		✓		▪ School travel only associated with weekdays.
Further and Higher Education	✓	✓	✓		✓		▪ School or college travel only associated with weekdays.
Employment areas	✓	✓	✓		✓		▪ Employment travel only associated with weekdays.
Spatial Planning Areas	✓	✓		✓		✓	▪ Travel to local centres and town centres typically associated with weekends or as a daytime activity for those not in employment, such as those in retirement.
Local centres	✓	✓		✓		✓	▪ As above.

2.5.2 Employment only sites

Table 2-4 provides a full list of the model runs completed as part of this accessibility analysis for the employment only sites, including the assumptions behind them. In total, 8 runs were completed.

Reflecting their proposed land use, the site access points of each site represented the ‘destination’ within each TRACC run. To establish the origin points, a grid was placed across Cambridgeshire, with an origin located every 150m.

Table 2-4 - TRACC model run specifications

Mode	Destination		Assumptions
	Brampton Cross	Land North of A141	
Walking	✓	✓	▪ None
Cycling	✓	✓	▪ None
Public transport – Tuesday AM (to site access point)	✓	✓	▪ Residents likely to travel to the site in the AM peak, to access their workplace.
Public transport – Tuesday PM (from site access point)	✓	✓	▪ Residents likely to travel home from their workplace in the PM peak,

2.6 Comparative assessment

To conduct a comparative assessment of the accessibility of the strategic sites by active and public transport modes, a multi-criteria assessment (MCA) has been conducted. Separate scoring criteria have been employed to assess the primarily residential sites and the employment only sites, reflecting the different type of trips that they will generate. The assessment has been weighted according to the user hierarchy, which states that active travel movements should be prioritised over that of public transport users.

2.6.1 Primarily residential sites

Table 2-5 summarises the method by which residential sites have been assessed. The method incorporates data from each of the 23 TRACC runs completed, as outlined in Section 2.5.1. The maximum accessibility score each site access point could achieve was six.

Table 2-5 - Primarily residential sites MCA

Mode	Destination	Time period	Process and weighting	Maximum score
Walking	Primary schools, secondary schools, further and higher education, employment areas, spatial planning areas and local centres.	N/A	1. Utilising TRACC, calculate the journey time on foot to the nearest of each of the destination types. 2. Score according to the journey time, as follows: ▫ 0-5mins = 6 ▫ 5-10mins = 5 ▫ 10-15mins = 4 ▫ 15-20mins = 3 ▫ 20-25mins = 2 ▫ 25-30mins = 1 ▫ > 30mins = 0 3. Establish the average score of each site access point across all destinations.	3

			4. Grade the average score on a continuous scale from 0-1. 5. Weight the score by 3x, reflecting the importance of walking at the top of the user hierarchy.	
Cycling	Secondary schools, further and higher education, employment areas, spatial planning areas and local centres.	N/A	1. Utilising TRACC, calculate the journey time by cycle to the nearest of each of the destination types. 2. Score according to the journey time, as follows: ▫ 0-5mins = 6 ▫ 5-10mins = 5 ▫ 10-15mins = 4 ▫ 15-20mins = 3 ▫ 20-25mins = 2 ▫ 25-30mins = 1 ▫ > 30mins = 0 3. Establish the average score of each site access point across all destinations. 4. Grade the average score on a continuous scale from 0-1. 5. Weight the score by 2x, reflecting the importance of cycling towards the top of the user hierarchy.	2
Public transport	Primary schools	Tue AM, Tue PM	1. Utilising TRACC, calculate the journey time by public transport to the nearest of each of the destination types. 2. Score according to the journey time, as follows: ▫ 0-10mins = 6 ▫ 10-20mins = 5 ▫ 20-30mins = 4 ▫ 30-40mins = 3 ▫ 40-50mins = 2 ▫ 50-60mins = 1 ▫ > 60mins = 0 3. Establish the average score of each site access point across all destinations. 4. Grade the average score on a continuous scale from 0-1. 5. Score unweighted reflecting the fact that public transport is below active travel in the user hierarchy.	1
	Secondary schools	Tue AM, Tue PM		
	Further and higher education	Tue AM, Tue PM		
	Employment areas	Tue AM, Tue PM		
	Spatial planning areas	Tue IP, Sat IP		
	Local centres	Tue IP, Sat IP		

2.6.2 Employment only sites

Table 2-6 summarises the method by which employment sites have been assessed. The method incorporates data from each of the eight TRACC runs completed, as outlined in Section 2.5.2. The maximum accessibility score each site access point could achieve was six.

Table 2-6 - Employment only sites MCA

Mode	Time Period	Process and weighting	Maximum score
Walking	N/A	1. Utilising TRACC, calculate a walking isochrone from the site access points. 2. Using population weight centroids at LSOA level, establish the number of people living within a 30-minute walk of the site access points. 3. Grade the score on a continuous scale from 0-1. 4. Weight the score by 3x, reflecting the importance of walking at the top of the user hierarchy.	3
Cycling	N/A	1. Utilising TRACC, calculate a cycling isochrone from the site access points. 2. Using population weight centroids at LSOA level, establish the number of people living within a 30-minute cycle of the site access points. 3. Grade the score on a continuous scale from 0-1. 4. Weight the score by 2x, reflecting the importance of cycling towards the top of the user hierarchy.	2
Public transport	Tue AM, Tue PM	1. Utilising TRACC, calculate a public transport isochrone from the site access points. 2. Using population weight centroids at LSOA level, establish the number of people living within a 60-minute journey time of the site access points by public transport. Take the average of the values for the AM peak and the PM peak. 3. Grade the score on a continuous scale from 0-1. 4. Score unweighted reflecting the fact that public transport is below active travel in the user hierarchy.	1

3. Outputs – residential sites

As set out in Section 1, ten of the twelve strategic sites are primarily residential. Across these ten sites, 33 access points were identified with each point assessed individually. This section sets out the comparative accessibility analysis of the strategic sites, then provides commentary on each of the sites in turn.

3.1 Comparative accessibility analysis

Table 3-1 and Figure 3-1 set out the results of the accessibility analysis by site access point. Table 3-2 and Figure 3-2 show the score per site, which is calculated by taking the average score of each site's access points.

Table 3-1 – Results of accessibility analysis

Access point	Site name	Walking accessibility		Cycling accessibility		Public transport accessibility		Overall score
		Score	Weighted	Score	Weighted	Score	Weighted	
SPGV1	Sapley Park Garden Village	1.00	3.00	1.00	2.00	0.88	0.88	5.88
ESN1	East of St Neots	1.00	3.00	0.89	1.78	0.86	0.86	5.64
ESN5	East of St Neots	0.86	2.57	0.94	1.89	0.84	0.84	5.30
ESN7	East of St Neots	0.86	2.57	0.94	1.89	0.84	0.84	5.30
ESN4	East of St Neots	0.86	2.57	0.78	1.56	0.81	0.81	4.93
ESN8	East of St Neots	0.71	2.14	0.89	1.78	0.84	0.84	4.76
SPGV2	Sapley Park Garden Village	0.43	1.29	1.00	2.00	0.88	0.88	4.16
ESN3	East of St Neots	0.57	1.71	0.83	1.67	0.74	0.74	4.12
ESN6	East of St Neots	0.43	1.29	0.89	1.78	0.70	0.70	3.77
ESN2	East of St Neots	0.43	1.29	0.83	1.67	0.77	0.77	3.72
LWA2	Land West of A1	0.43	1.29	0.67	1.33	0.91	0.91	3.53
CGV3	Chesterton Garden Village	0.29	0.86	0.67	1.33	0.89	0.89	3.09
SPGV5	Sapley Park Garden Village	0.57	1.71	0.56	1.11	0.18	0.18	3.00
LFN1	Lodge Farm	0.14	0.43	0.83	1.67	0.81	0.81	2.90
LAT1	The Lattenburys	0.29	0.86	0.61	1.22	0.81	0.81	2.89
LFN2	Lodge Farm	0.00	0.00	0.72	1.44	1.00	1.00	2.44
CGV1	Chesterton Garden Village	0.14	0.43	0.56	1.11	0.77	0.77	2.31
CGV2	Chesterton Garden Village	0.14	0.43	0.56	1.11	0.77	0.77	2.31
NKF4	Nook Farm	0.00	0.00	0.72	1.44	0.70	0.70	2.15
SPGV4	Sapley Park Garden Village	0.00	0.00	0.78	1.56	0.54	0.54	2.10
NKF3	Nook Farm	0.00	0.00	0.67	1.33	0.70	0.70	2.04

WAF1	Wyton Airfield	0.00	0.00	0.67	1.33	0.70	0.70	2.04
HHL3	Hungary Hall	0.00	0.00	0.61	1.22	0.70	0.70	1.92
NKF1	Nook Farm	0.14	0.43	0.67	1.33	0.00	0.00	1.76
NKF2	Nook Farm	0.14	0.43	0.67	1.33	0.00	0.00	1.76
HHL2	Hungary Hall	0.00	0.00	0.50	1.00	0.56	0.56	1.56
LAT2	The Lattenburys	0.00	0.00	0.72	1.44	0.00	0.00	1.44
LWA1	Land West of A1	0.00	0.00	0.67	1.33	0.00	0.00	1.33
SPGV3	Sapley Park Garden Village	0.00	0.00	0.67	1.33	0.00	0.00	1.33
HHL1	Hungary Hall	0.00	0.00	0.39	0.78	0.47	0.47	1.25
WAF2	Wyton Airfield	0.00	0.00	0.50	1.00	0.00	0.00	1.00
SGC1	Sibson Garden Community	0.00	0.00	0.22	0.44	0.00	0.00	0.44
SGC2	Sibson Garden Community	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Table 3-2 - Site average

Site name	Walking accessibility		Cycling accessibility		Public transport accessibility		Overall score
	Score	Weighted	Score	Weighted	Score	Weighted	
East of St Neots	0.71	2.14	0.88	1.75	0.80	0.80	4.69
Sapley Park Garden Village	0.40	1.20	0.80	1.60	0.49	0.49	3.29
Lodge Farm	0.07	0.21	0.78	1.56	0.90	0.90	2.67
Chesterton Garden Village	0.19	0.57	0.59	1.19	0.81	0.81	2.57
Land West of A1	0.21	0.64	0.67	1.33	0.46	0.46	2.43
The Lattenburys	0.14	0.43	0.67	1.33	0.40	0.40	2.17
Nook Farm	0.07	0.21	0.68	1.36	0.35	0.35	1.93
Hungary Hall	0.00	0.00	0.50	1.00	0.58	0.58	1.58
Wyton Airfield	0.00	0.00	0.58	1.17	0.35	0.35	1.52
Sibson Garden Community	0.00	0.00	0.11	0.22	0.00	0.00	0.22

Figure 3-1 - Overall accessibility score

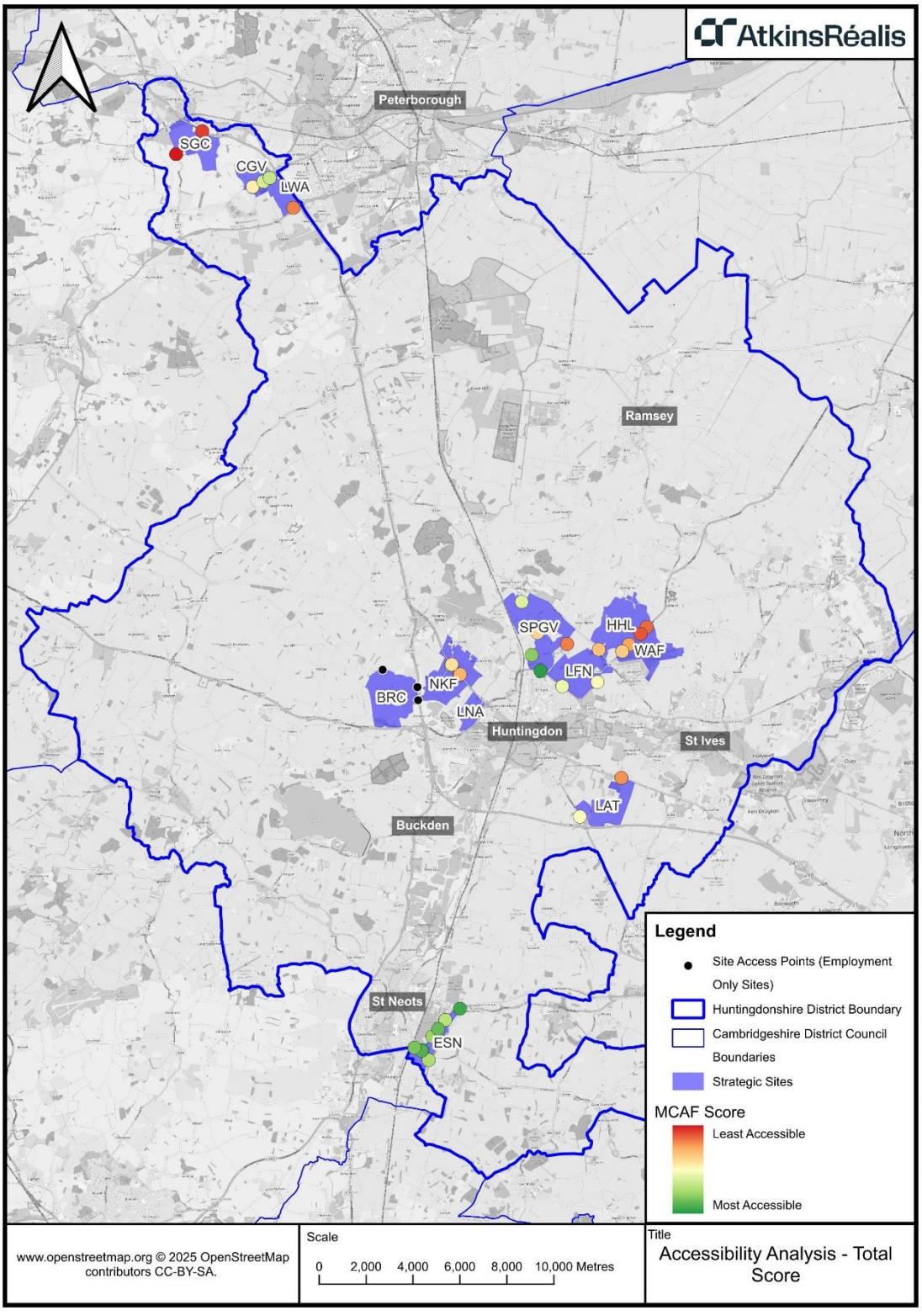
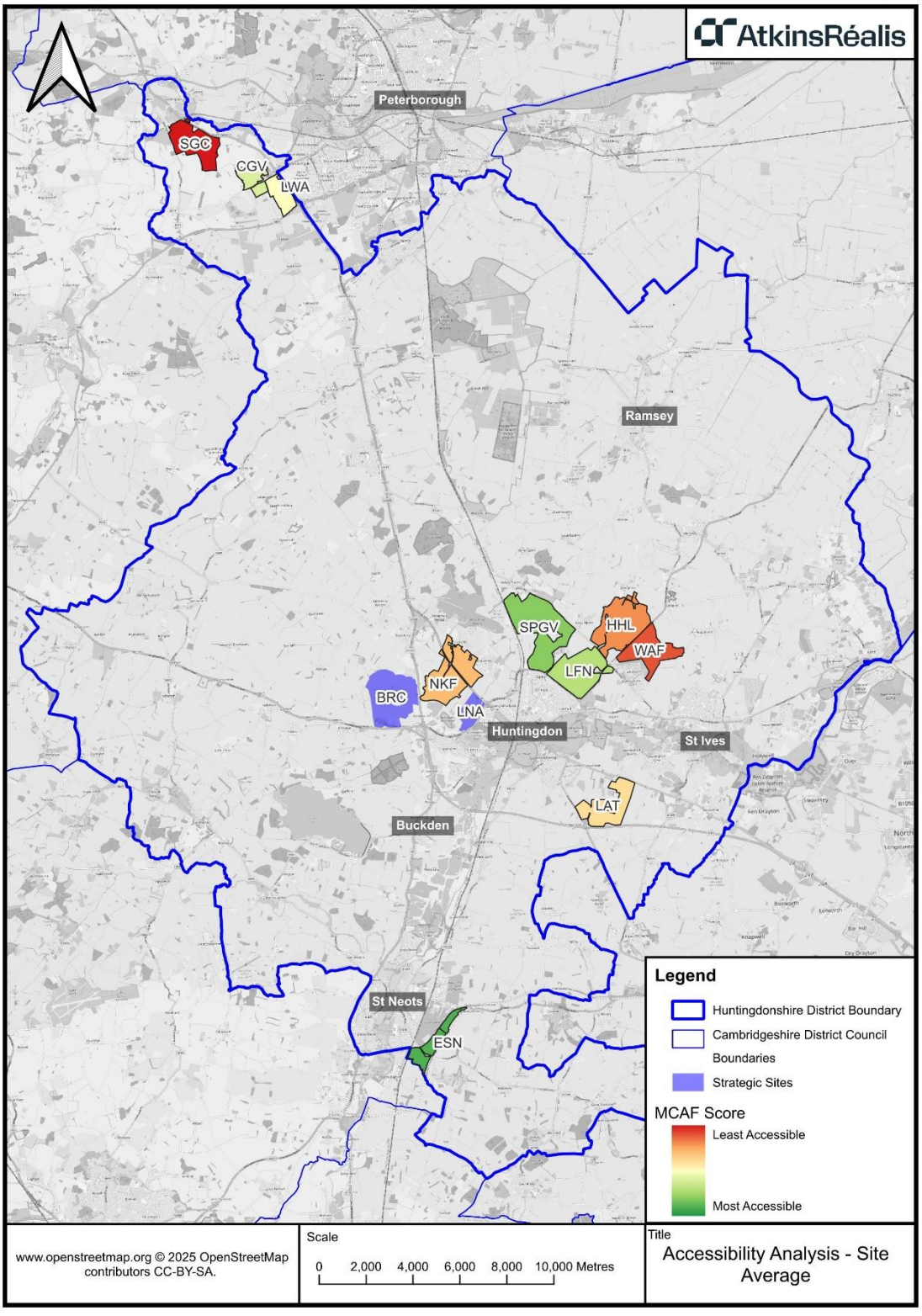


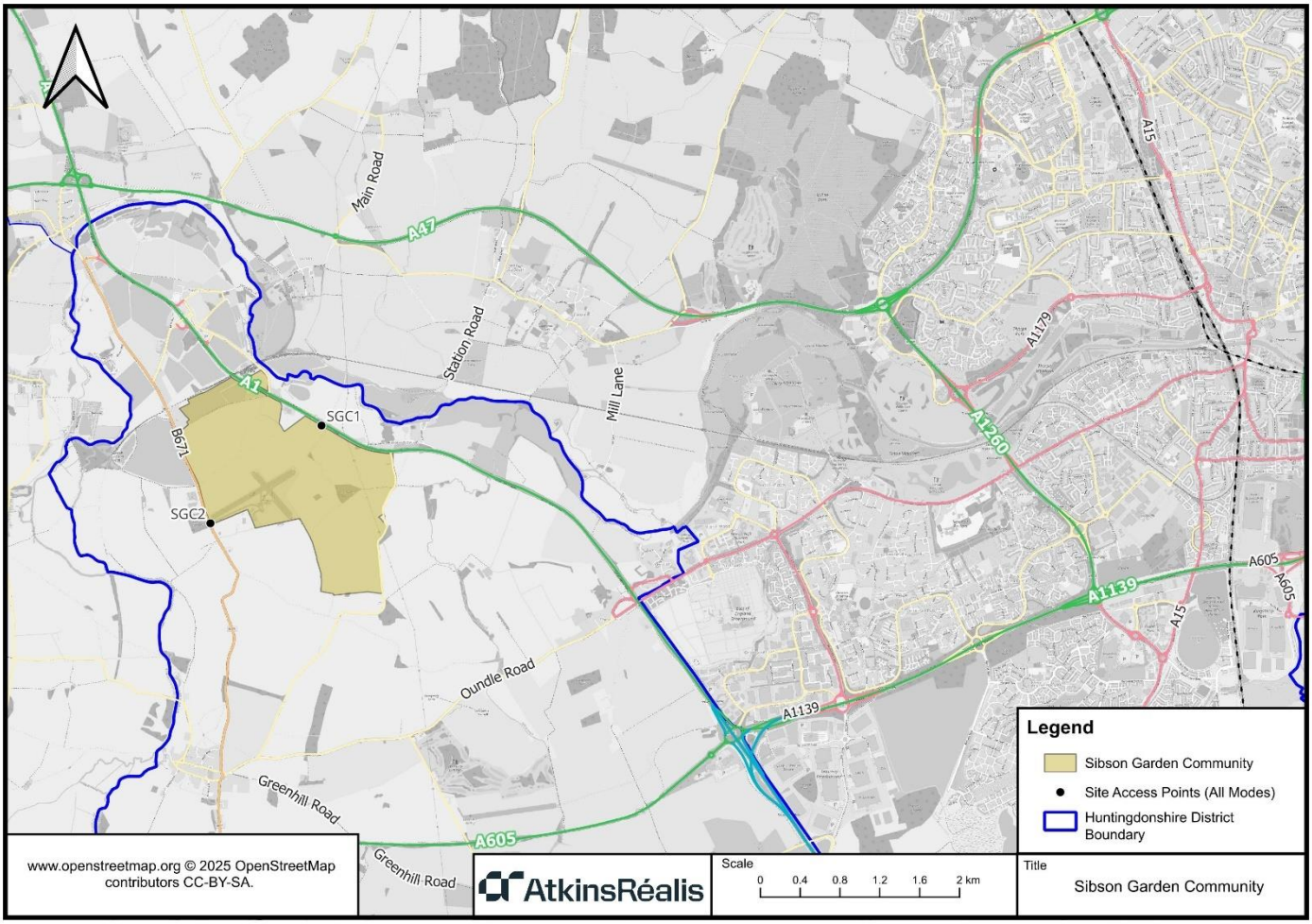
Figure 3-2 - Overall accessibility score - site average



3.2 Residential site profiles

3.2.1 Sibson Garden Community

Figure 3-3 - Sibson Garden Community site location



Sibson Garden Community is situated approximately 10km to the west of Peterborough City Centre, as shown in Figure 3-3. It is located between the A1 to the east, the Nene Valley Railway Line to the north and B671 Elton Road to the west. The Vision Document for the development outlines a plan for approximately 4,500 new homes, new secondary and primary schools, a new mixed use town centre and an 18.6ha innovation hub called EcoDynamo, which is expected to generate 4,000 jobs.

Table 3-3 provides an overview of the existing accessibility of the Sibson Garden Community site, by public transport and active modes. The analysis shows that accessibility to the site is very poor, with no public transport provision. No destinations are within walking distance of the site. Therefore, for the Sibson Garden Community to be sustainable from

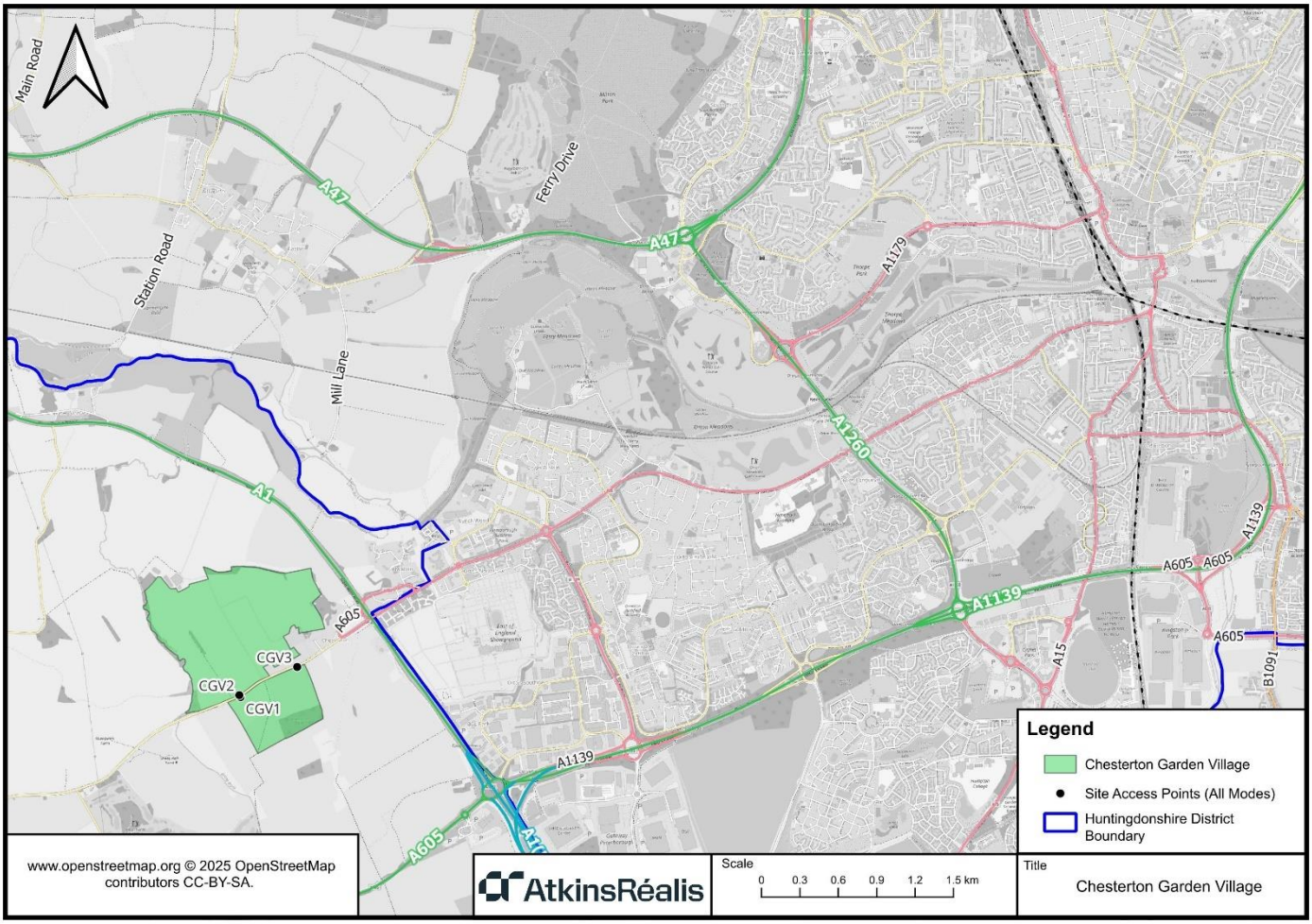
a transport perspective, mitigation measures must be in place, and internal destinations must be provided within the site masterplan.

Table 3-3 - Sibson Garden Community accessibiltiy profile

Overall site accessibility ranking	10th
Assumed access points (all traffic only)	▪ From A1 via new grade separated junction. ▪ From Elton Road, opposite Holborn Spinney.
Summary of active travel accessibility	▪ Least accessible of all the residential sites assessed. ▪ All key destinations are over a 30-minute walk and a 15-minute cycle from the development.
Summary of public transport accessibility	▪ Joint least accessible of all residential sites assessed. ▪ There are no bus services within the immediate vicinity of the site and the closest railway station is Peterborough, which is 9.5km to the east.

3.2.2 Chesterton Garden Village

Figure 3-4 - Chesterton Garden Village site location



Chesterton Garden Village is situated approximately 7.5km south west of Peterborough City Centre, as shown in Figure 3-4. The site is located on both sides of Oundle Road, to the west of the A1. The Vision Document for the development outlines a plan for up to 1,000 new homes, a new primary school, a community centre and green and blue infrastructure.

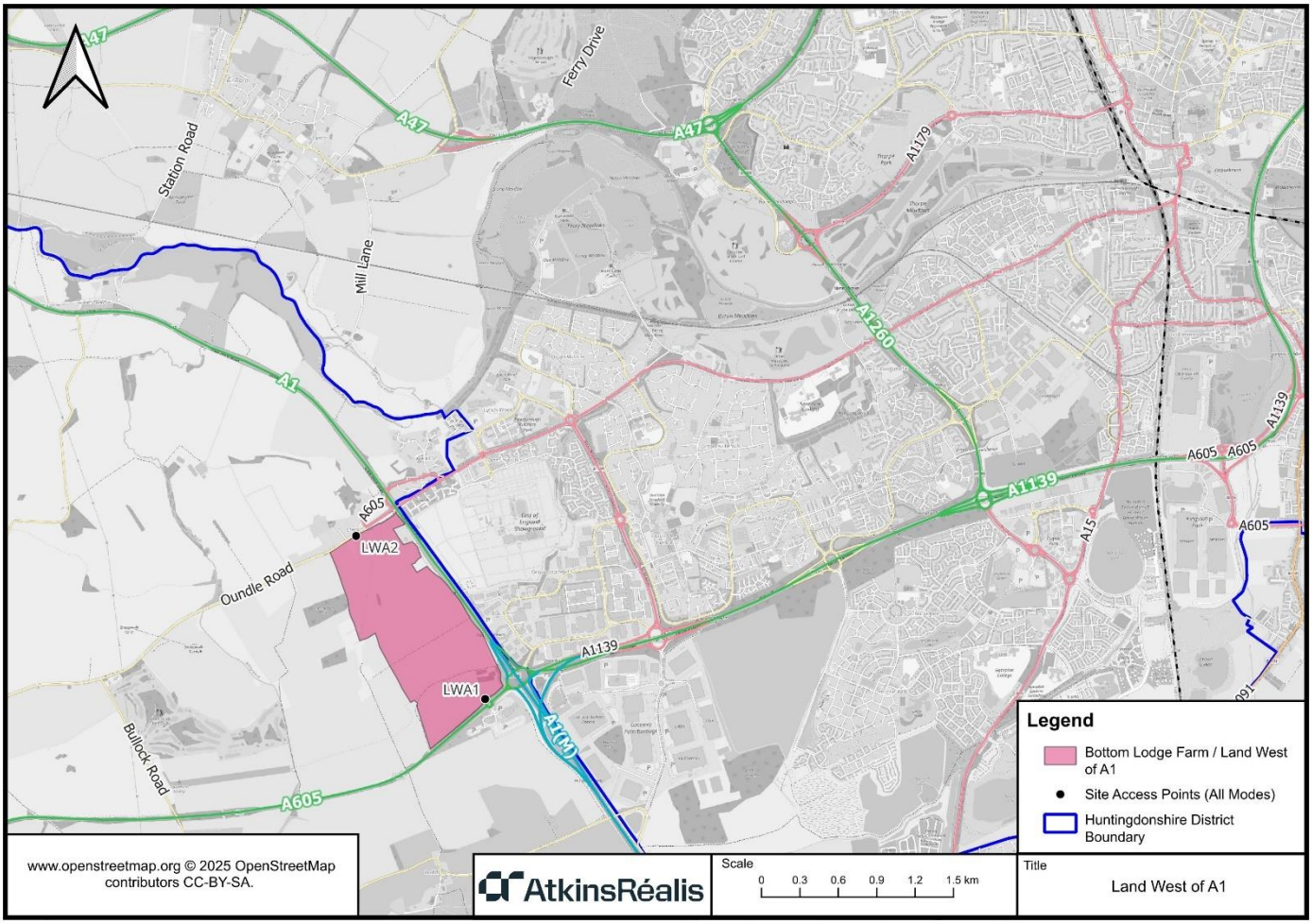
Table 3-4 provides an overview of the existing accessibility of the Chesterton Garden Village site, by public transport and active modes. The analysis shows that accessibility at the site is relatively good. This is primarily due to the existing bus stops on Oundle Road, which are in close proximity to the site access points. The X4 routes from these stops every 30 minutes during the weekday PM peak. The site scores relatively poorly for accessibility by active modes - all destinations apart from employment areas are over a 30-minute walk away. For transport sustainability to be maximised at Chesterton Garden Village, internal destinations must therefore be provided within the site masterplan.

Table 3-4 – Chesterton Garden Village accessibiltiy profile

Overall site accessibility ranking	4th
Assumed access points (all traffic only)	▪ All 3 access points from Oundle Road – two into the southern parcel and one into the northern parcel.
Summary of active travel accessibility	▪ Scored relatively poorly for walking accessibility. Only an employment area is within a 30-minute walk, namely Minerva Business Park. ▪ Scored okay for cycling accessibility. Within a 20-minute cycle of schools and employment areas but the site is not within cycling distance of any local or town centre.
Summary of public transport accessibility	▪ Scores well for public transport accessibility due to the bus stops on Oundle Road, which are within a 10-minute walk. The X4 routes from this stop into Peterborough every 30 mins during the weekday AM peak. ▪ The X4 provides particularly good access to schools and employment areas.

3.2.3 Land West of A1

Figure 3-5 - Land West of A1 site location



Land West of A1 is situated approximately 7km south west of Peterborough City Centre, as shown in Figure 3-5. It is located between the A1 to the east, Oundle Road to the north and the A605 to the south. There is capacity for up to 1,638 dwellings at the site. The Emerging Concept Plan for the development sets out a plan for new residential areas, a mixed use commercial and community hub and employment areas close to the site access points. It should be noted that the site is also being promoted as an employment site, but at this stage, it has not tested for this land use.

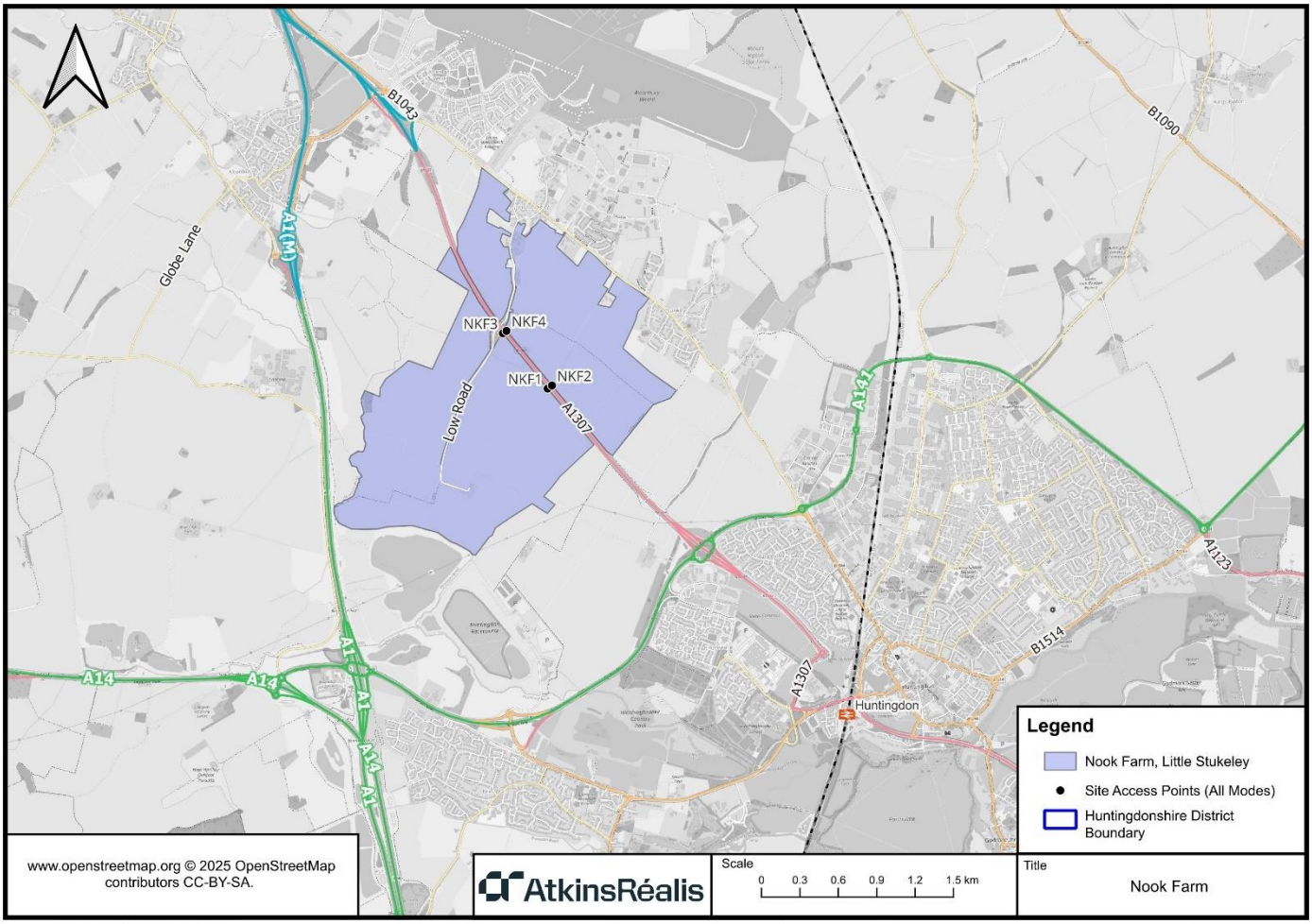
Table 3-5 provides an overview of existing accessibility at the Land West of A1 site, by public transport and active modes. The analysis shows that accessibility of the site is moderate. There is a significant difference in the public transport accessibility of the site between the northern and southern site access points, with the former being in close proximity to bus stops on Oundle Road. The X4 routes from these stops every 30 minutes to Peterborough during the weekday PM peak. All site access points score poorly for accessibility by foot and for the site to be sustainable from a transport perspective, destinations will need to be provided within the site masterplan.

Table 3-5 - Land West of A1 accessibility profile

Overall site accessibility ranking	5th
Assumed access points (all traffic only)	▪ From A605/Peterborough services roundabout. ▪ From Oundle Road, via a new priority junction.
Summary of active travel accessibility	▪ Poor accessibility by foot. No destinations are within a 30-minute walk of the access point to the south (LWA1). One employment area (Minerva Business Park is within walking distance of the northern access point (LWA2). ▪ Scores around average for accessibility by bike. Secondary schools, higher education facilities and employment areas are all within a 15-minute cycle or less.
Summary of public transport accessibility	▪ Public transport accessibility significantly varies by access point. Out of 35 residential site access points, LWA2, at the north of the site, scores the second highest, whilst LWA1 is 29th. ▪ The north of the site benefits from being in close proximity to existing bus stops on Oundle Road. The X4 routes from this stop into Peterborough every 30 mins during the weekday AM peak. ▪ In contrast, the south of the site is effectively inaccessible via public transport – no buses route west of the A1 here.

3.2.4 Nook Farm

Figure 3-6 – Nook Farm site location



Nook Farm is situated approximately 4km north west of Huntingdon Town Centre, as shown in Figure 3-6. The site is located on both sides of the A1307 extending to Ermine Street to the north east and the A1 to the south west. As set out in the Land Availabilty Assessment for Nook Farm, the illustrative masterplan for the site sets out 110 to 130ha for residential dwellings, 2 new primary schools, a secondary schools and 3 local centres.

Table 3-6 provides an overview of accesibilty at the Nook Farm site, by public tranpsort and active modes. The analysis shows that the existing accessibity of the site is relatively poor. The two access points further south score higher for accessibility, due to being situated approximately 600m closer to Huntingdon and the destinations within the town. Public transport accessibiltiy is also limited as there are currently no bus routes along the A1307.

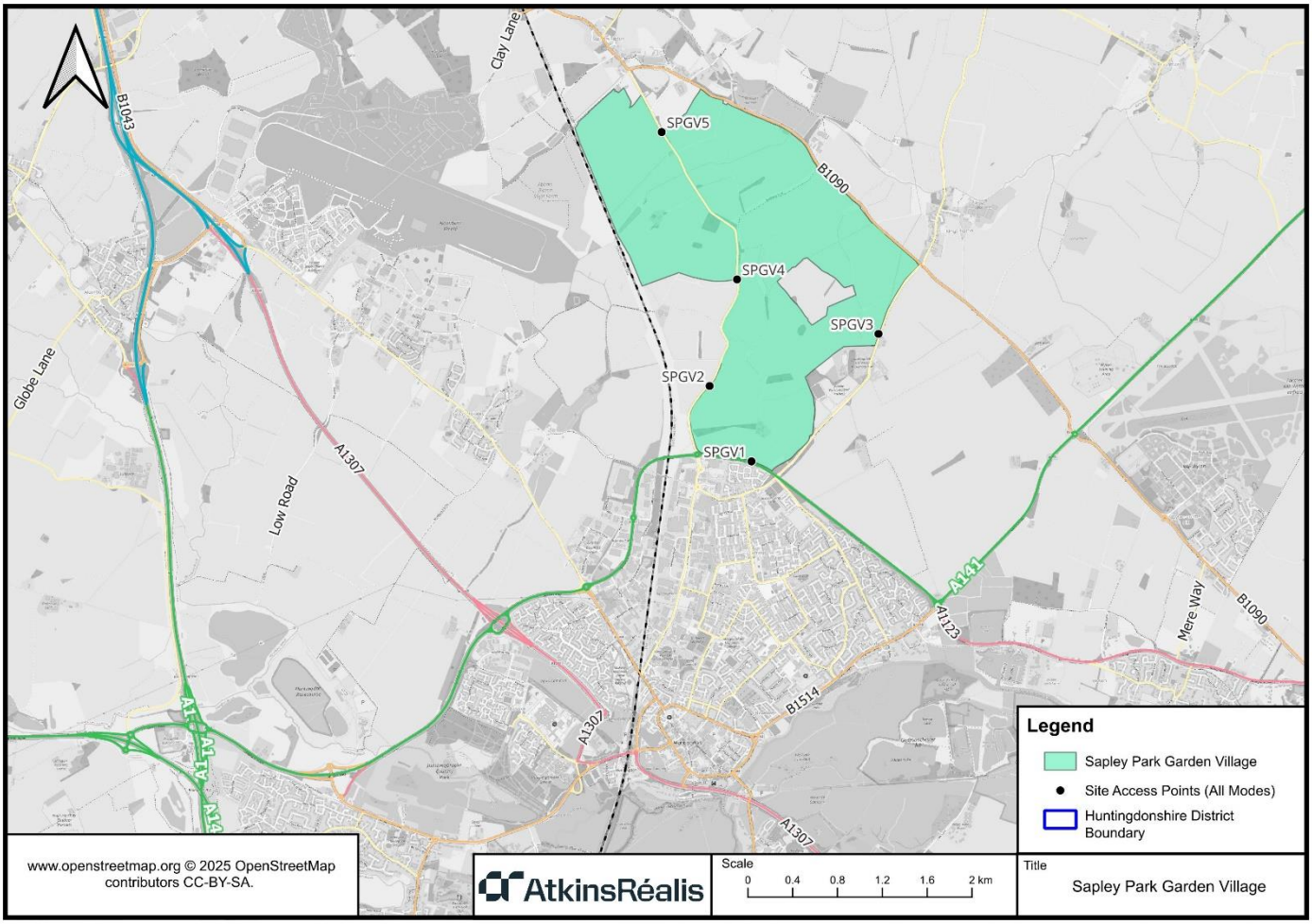
In order for the site to be sustainable from a transport perspective, internal destinations would need to be provided, as would a bus route, most likely routing from within the development to Huntingdon Town Centre.

Table 3-6 – Nook Farm accessibility profile

Overall site accessibility ranking	7th
Assumed access points (all traffic only)	▪ From A1307, just south of Low Road – access provided to both the northern and southern parcel. ▪ From A1307 towards the centre of the parcels – access provided on both sides.
Summary of active travel accessibility	▪ Overall, poor accessibility by foot, particularly from access points NFW3 and NFW4, which are further north. ▪ Access is slightly improved from the southern access points (NFW1 and NFW2). Employment areas such as Hinchingbrooke Business Park are within a 30-minute walk. ▪ Scores moderately for accessibility by cycle – several destinations within Huntingdon are within a 20-minute cycle.
Summary of public transport accessibility	▪ Accessibility varies by site access – the two access points to the south score higher for public transport accessibility, due to being closer to trip attractors in Huntingdon.

3.2.5 Sapley Park Garden Village

Figure 3-7 - Sapley Park Garden Village site location



The southern boundary of Sapley Park Garden Village is located approximately 2.5km north of Huntingdon Town Centre, as shown in Figure 3-7. It is located between the A141 to the south, Sapley Road to the east, the B1090 to the north and Alconbury Weald to the west. The Vision Document for the site sets out a plan for up to 7,000 new dwellings, 20 hectares of employment land, four new local centres, three primary schools and one all-through school.

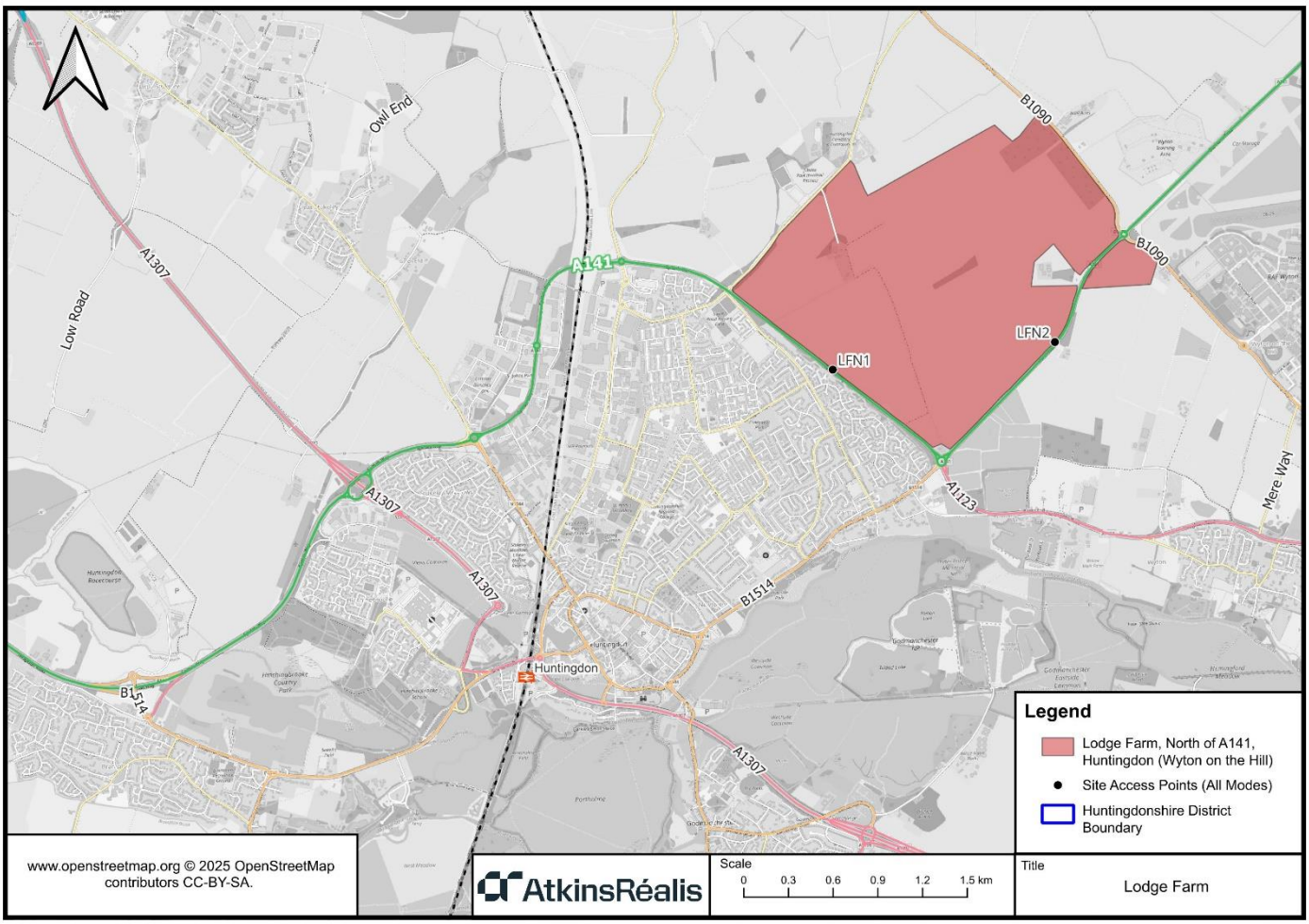
Table 3-7 provides an overview of the existing accessibility of the Sapley Park Garden Village site, by public transport and active modes. The analysis shows that the accessibility of the site is good. There is a significant difference in the accessibility of the site from its different access points. SPGV1, which is located on the A141, closest to Huntingdon is the most accessible access points across all sites, whilst SPGV3 scores 28th across all points. Access points to the south benefit from being in close proximity to a variety of destinations, including schools and employment areas and also benefit from the good level of bus provision within Sapley. Destinations will need to be provided towards the north of the site though, alongside public transport links, to maximise the sustainability of the site from a transport perspective.

Table 3-7 – Sapley Park Garden Village accessibility profile

Overall site accessibility ranking	2nd
Assumed access points (all traffic only)	▪ From A141, opposite Collinson Crescent. ▪ From Sapley Road, just north of Huntingdon Cemetery and Crematorium. ▪ From Huntingdon Road. ▪ From Huntingdon Road. ▪ From Huntingdon Road.
Summary of active travel accessibility	▪ Active travel accessibility varies significantly by access point. Out of 35 residential site access points, SPGV1, at the south of the site ranks 1st, whilst SPGV3 ranks 28th. ▪ The access points close to Huntingdon benefit from being within walking distance of primary and secondary schools, further and higher education facilities and employment areas.
Summary of public transport accessibility	▪ Mirrors the pattern for active travel – accessibility varies significantly by access point. ▪ Points towards the south benefit from existing bus services within Sapley. The 303 and 305 service provide connections into Huntingdon Town Centre, and to Chatteris and Ramsey respectively.

3.2.6 Lodge Farm

Figure 3-8 - Lodge Farm site location



The southern boundary of Lodge Farm is located approximately 2.2km north east of Huntingdon Town Centre, as shown in Figure 3-8. It is located between the A141 to the south and the east, the B1090 to the north and Kings Ripton Road to the west. The Vision Document and Framework Illustrative Plan for the site set out a plan for 3,875 new dwellings, two new primary schools, a secondary school, a new community hub and an Innovation Quarter.

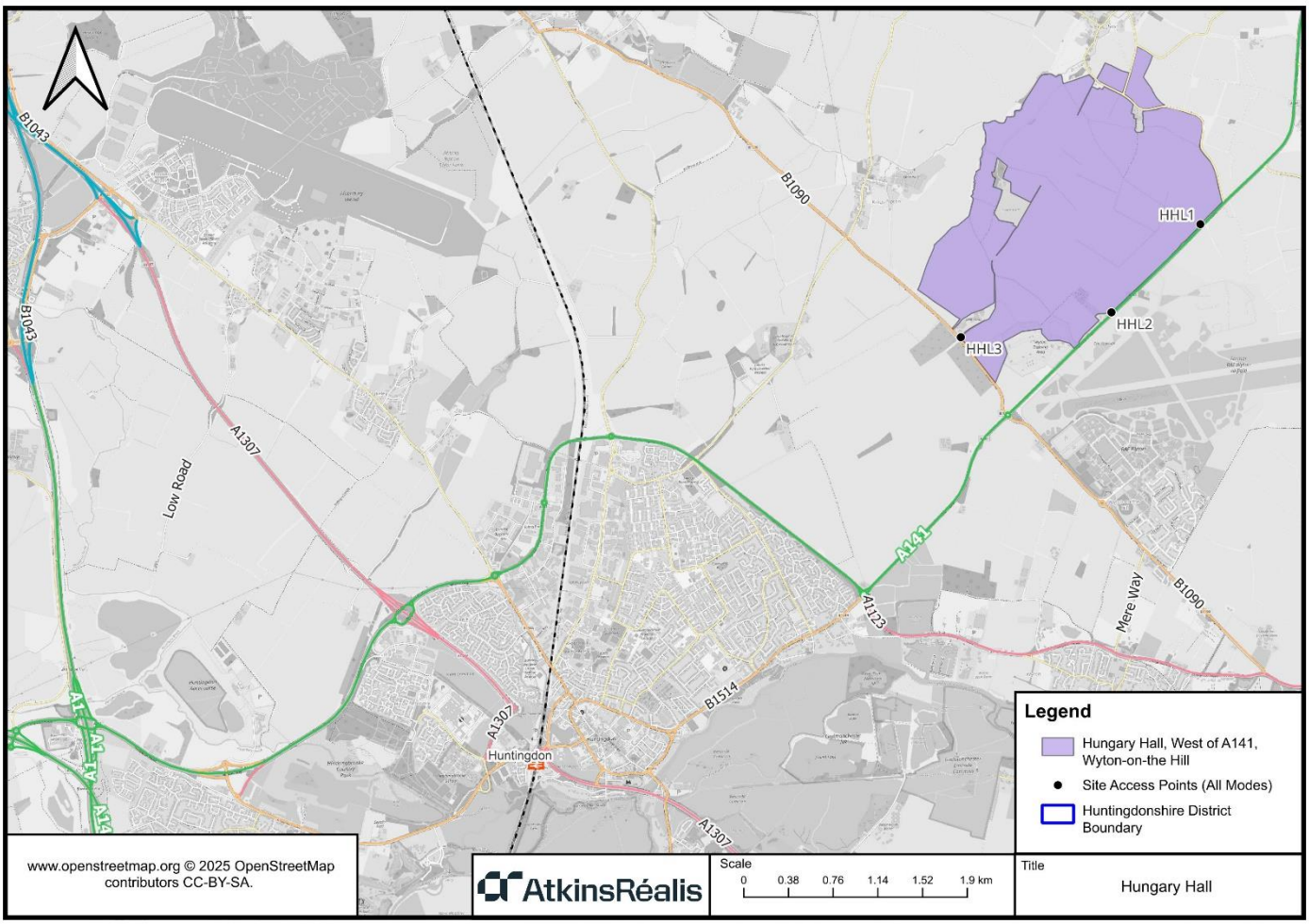
Table 3-8 provides an overview of the existing accessibility of the Lodge Farm site, by public transport and active modes. The analysis shows that the existing accessibility of the site is good, particularly by public transport. The 'B' services, which routes between Cambridge and Huntingdon, stops directly outside the LFN2 access point, and has a weekday frequency of two per hour, providing access to a range of trip attractors. Accessibility by active travel is mixed. The vast majority of nearby destinations are situated towards and within Huntingdon Town Centre. Whilst almost all of these destinations are outside a typical walking distance, they are accessible by cycle. This includes schools, employment areas and Huntingdon Town Centre itself, which are all within a 15-minute cycle.

Table 3-8 – Lodge Farm accessibility profile

Overall site accessibility ranking	3rd
Assumed access points (all traffic only)	▪ From A141, opposite Harrier Close. ▪ From A141 St Ives Road, opposite existing residential property.
Summary of active travel accessibility	▪ Scores poorly for accessibility by foot. Just one destination (St John's CofE Primary School) is within a 30-minute walk of LFN1, and no destinations are accessible from LFN2. ▪ Scores reasonably well for accessibility by cycle, as several destinations within Huntingdon are within a 30-minute cycle. The Town Centre is approximately a 15-minute cycle from both site access points.
Summary of public transport accessibility	▪ Access point LFN2 scores the highest for public transport accessibility due to the existing bus stops on the A141 St Ives Road. The 'B' service routes from this stop, between Cambridge, St Ives and Huntingdon every 30 mins and has a weekday frequency of two services per hour. ▪ To the south of the site access point LFN1 also scores well. The point is approximately a 10-minute walk from bus stops on Sapley Way that are served by the 'B' service.

3.2.7 Hungary Hall

Figure 3-9 - Hungary Hall site location



Hungary Hall is located approximately 5km north east of Huntingdon Town Centre, as shown in Figure 3-9. It is located between the B1090 to the south, the A141 to the east and Bridge Road to the north. Indicative Concept Plans for the site set out a plan for around 6,000 new dwellings, 19ha of employment land, two new primary schools, a secondary school and local centres.

Table 3-9 provides an overview of the existing accessibility of the Hungary Hall site, by public transport and active travel. The analysis show that existing accessibility to the site is relatively poor, across all access points. No destinations are within a 30-minute walk of the development and only two industrial estates are within a 15-minute cycle.

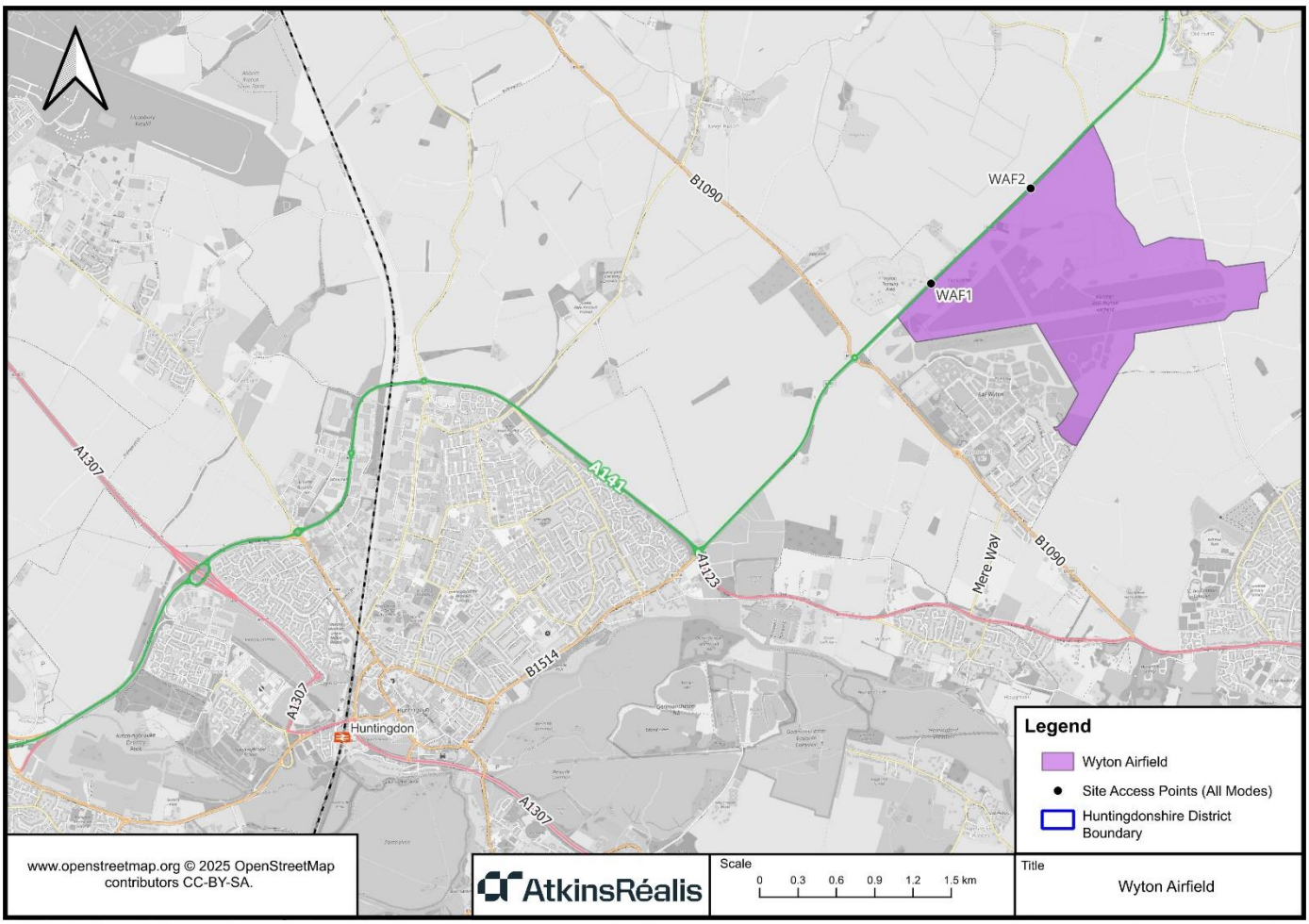
The rural nature of the site means that the nearest bus stops are approximately 1km away from the site access points. The nearest bus stops to the south of the site are those on the B1090 Sawtry Way, whilst to the north of the site, the nearest bus stops are within the village of Old Hurst. In order for the site to be sustainable from a transport perspective, internal destinations would need to be provided, as would a bus route, most likely routing from within the development to Huntingdon Town Centre.

Table 3-9 – Hungary Hall accessibility profile

Overall site accessibility ranking	8th
Assumed access points (all traffic only)	▪ Off B1090 Sawtry Way, adjacent to Wyton House. ▪ Off A141 Old Hurst Road, adjacent to Hungary Hall. ▪ Off A141 Old Hurst Road, approximately 250m south of Bridge Road.
Summary of active travel accessibility	▪ All key destinations are over a 30-minute walk from the development. ▪ Also scores relatively poorly for accessibility by cycle, although some employment areas, namely Upland Industrial Estate and Warboys Airfield Industrial Estate are within 15-minute cycles.
Summary of public transport accessibility	▪ Public transport accessibility is relatively poor. The nearest bus stops are located on the B1090 Sawtry Way and on Ramsey Road, in the village of Old Hurst. These stops are outside the typical distance that residents would expect to walk towards a bus stop.

3.2.8 Wyton Airfield

Figure 3-10 - Wyton Airfield site location



Wyton Airfield is approximately 5.5km north east of Huntingdon Town Centre, as shown in Figure 3-10. It is located between the A141 to the west and RAF Wyton to the south. The Masterplan Vision Development document, dated November 2024, sets out a plan for the construction of up to 4,500 new dwellings, two new primary schools and a secondary school and new commercial space.

Table 3-10 provides an overview of the existing accessibility of the Wyton Airfield site, by public transport and active travel. Overall, the existing accessibility to the site is relatively poor, especially for the access point further north. Public transport journeys from this point are currently considered unfeasible, as the nearest bus stop is over one mile away.

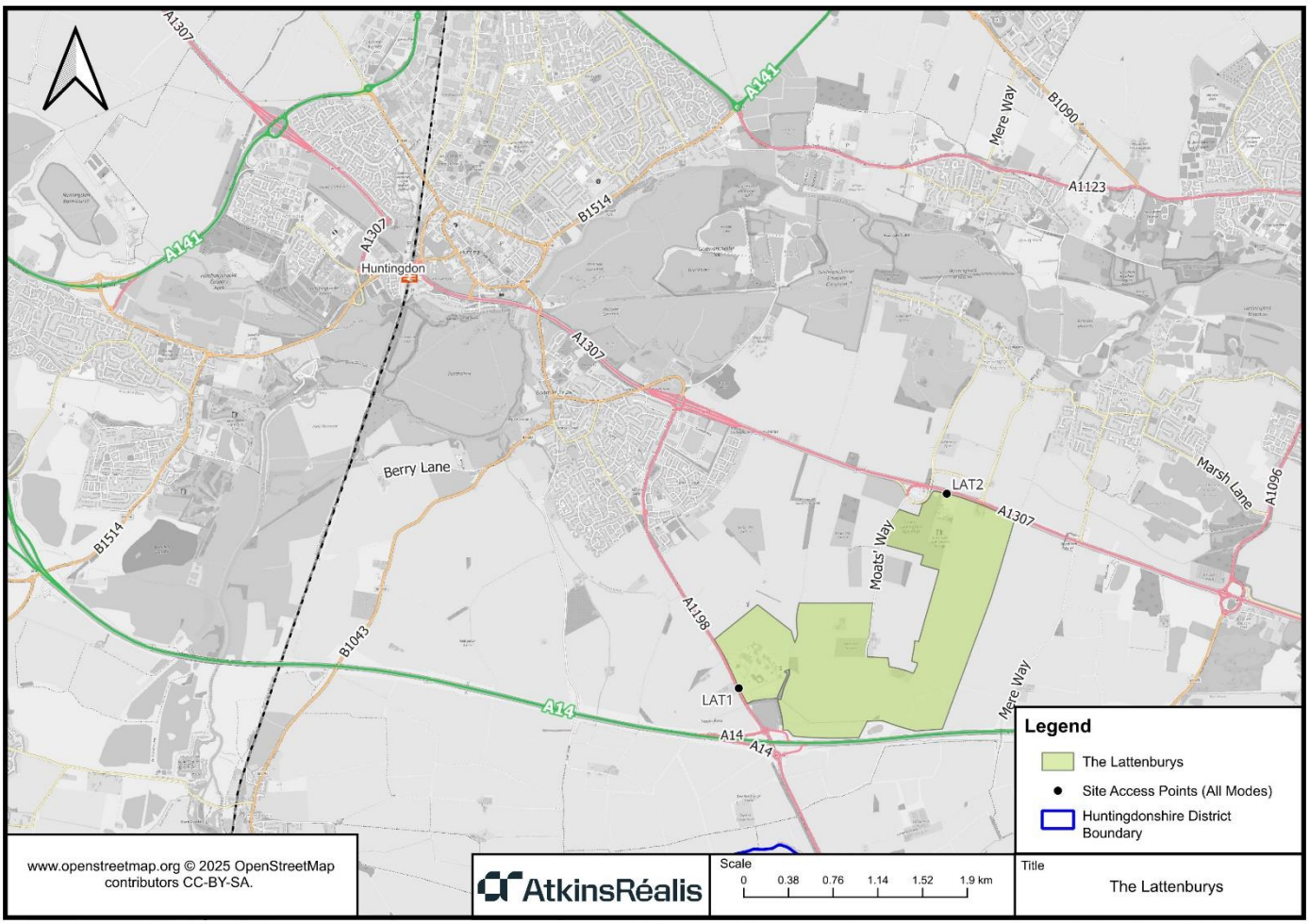
In regard to active travel, the site's rural nature means that no destinations are within a 30-minute walk and cycling accessibility is also poor. For the site to be sustainable from a transport perspective, internal destinations would need to be provided within the site masterplan. A new bus service, with associated stops, would also be required to enable residents to access key destinations such as Huntingdon and St Ives town centres.

Table 3-10 – Wyton Airfield accessibility profile

Overall site accessibility ranking	9th
Assumed access points (all traffic only)	▪ Off A141 Old Hurst Road, adjacent to 'DirectLinc' site entrance. ▪ Off A141 Old Hurst Road (approx. 52.365994, -0.111985)
Summary of active travel accessibility	▪ Poor accessibility by foot - no destinations are within a 30-minute walk of the site. ▪ Access is also fairly poor by bike. With the exception of employment areas, all destinations are over a 15-minute cycle.
Summary of public transport accessibility	▪ The northern access point (WAF2) is inaccessible by public transport as there are no bus stops within 1 mile of the site. ▪ Accessibility is slightly improved from the southern access point (WAF1) but relative to other sites it scores poorly.

3.2.9 The Lattenburys

Figure 3-11 - The Lattenburys site location



The Lattenburys is approximately 4.5km south east of Huntingdon Town Centre, as shown in Figure 3-11. It is located between the A1198 to the south west, the A14 to the south and the A1307 to the north. The Vision and Prospectus document for the site, dated June 2023, sets out a plan for up to 3,400 new homes, two new primary schools and a secondary school, two new village hearts and a new country park.

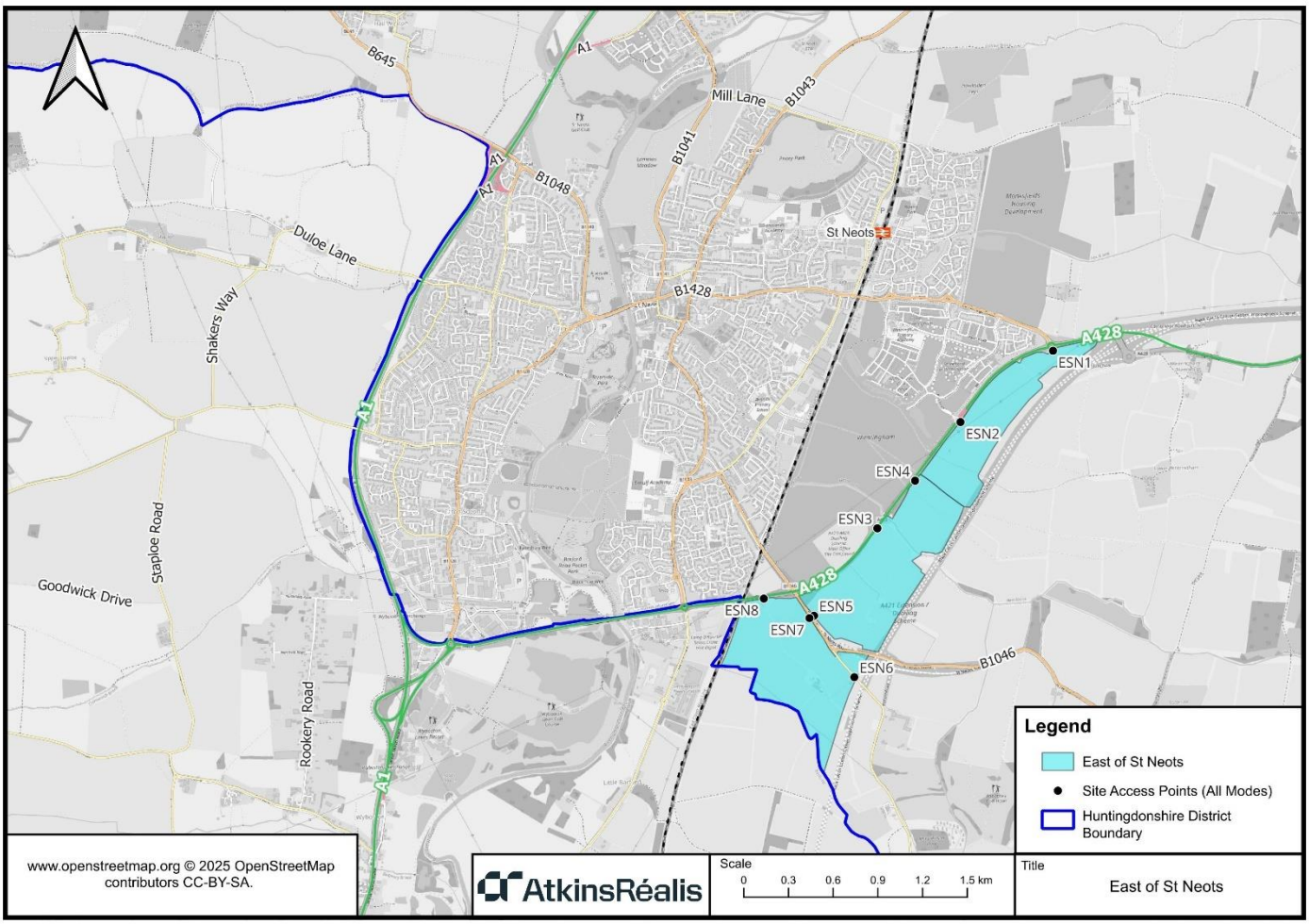
Table 3-11 provides an overview of the existing accessibility of the Lattenburys site, by public transport and active travel. The analysis shows that the existing accessibility of the site is moderate. There is a significant difference in the public transport accessibility of the site between the northern and southern site access points, with the latter being situated approximately 250m from existing bus stops on the A1198. The X3 routes from these stops every 30 minutes on weekdays, between Cambridge and Huntingdon. Both sites access points score poorly for accessibility by foot and for the site to be sustainable from a transport perspective, destinations will need to be provided within the site masterplan. Accessibility by cycling is moderate, due to existence of several trip attractors in Godmanchester, which is approximately 3km to the north west.

Table 3-11 – The Lattenburys accessibility profile

Overall site accessibility ranking	6th
Assumed access points (all traffic only)	▪ Off A1307, adjacent to existing driving range entrance. (LAT2) ▪ Off A1198, at existing Woodgreen Pets Charity site exit. (Lat1)
Summary of active travel accessibility	▪ Both access points score relatively poorly for walking accessibility – almost all destinations are further than a 30-minute walk. ▪ Score around average for cycling – destinations in Godmanchester are within a 20-minute cycle.
Summary of public transport accessibility	▪ Accessibility varies by access point. The south of the site benefits from being in close proximity to existing bus stops on the A1198. The X3 routes from these stops into Huntingdon and Cambridge every 30 minutes on weekdays. ▪ In contrast, the north of the site is currently inaccessible by public transport.

3.2.10 East of St Neots

Figure 3-12 - East of St Neots site location



The Land East of St Neots is approximately 2km south east of St Neots Town Centre, as shown in Figure 3-12. The site is comprised of three land parcels, previously titled Abbotsley 1, Abbotsley 2 and Abbotsley 3. The site is located between the existing A428 to the west and north and the realigned A421 to the east of the site, which is currently under construction, and expected to be open in 2027. Together, the sites could provide up to 2,619 new dwellings and plans include a potential new primary schools and land for employment uses.

Table 3-12 provides an overview of the existing accessibility of the East of St Neots site, by public transport and active travel. The site scores highest for accessibility across all of those analysed. This is primarily due to the site's close proximity to St Neots, which contains several key trip attractors within an acceptable walking and cycling distance. The site's location also means it benefits from the existing public transport provision within the town. Importantly, whilst distance to trip attractors is not an issue at the site, the A428 is currently inappropriate for walking and cycling, as it has no footways, no formal crossings and a national speed limit. Mitigation measures will therefore be required to ensure that the A428 does not cause severance to residents wishing to make westward movements towards St Neots.

Table 3-12 – East of St Neots accessibility profile

Overall site accessibility ranking	1st
Assumed access points (all traffic only)	▪ Off Tithe Farm Roundabout. ▪ Off A428, opposite Wintringham site access. ▪ Off A428/Loverose Way roundabout. ▪ Off A428. ▪ Off B1046 Potton Road, opposite ESN7 access point. ▪ Off Potton Road, at Rectory Farm entrance. ▪ Off B1046 Potton Road opposite ESN5 access point. ▪ Off A428, just east of the East Coast Main Line.
Summary of active travel accessibility	▪ Access points score very highly for walking accessibility – several schools and employment areas are within a 30-minute walk. ▪ Access point ESN1, off Tithe Farm Roundabout, ranks first for walking accessibility across all sites. ▪ Access points score highly for cycling accessibility due to proximity to St Neots Town Centre.
Summary of public transport accessibility	▪ Site scores reasonably well for public transport as it benefits from being in proximity to existing bus services in and towards St Neots.

4. Outputs - employment sites

As set out in Section 1.1.2, two of the twelve strategic sites are employment only. Across these two sites, four access points were identified, three at the Brampton Cross site and one at the Land North of the A141. This section sets out the comparative accessibility analysis of the strategic sites, then provides commentary on each of the sites in turn.

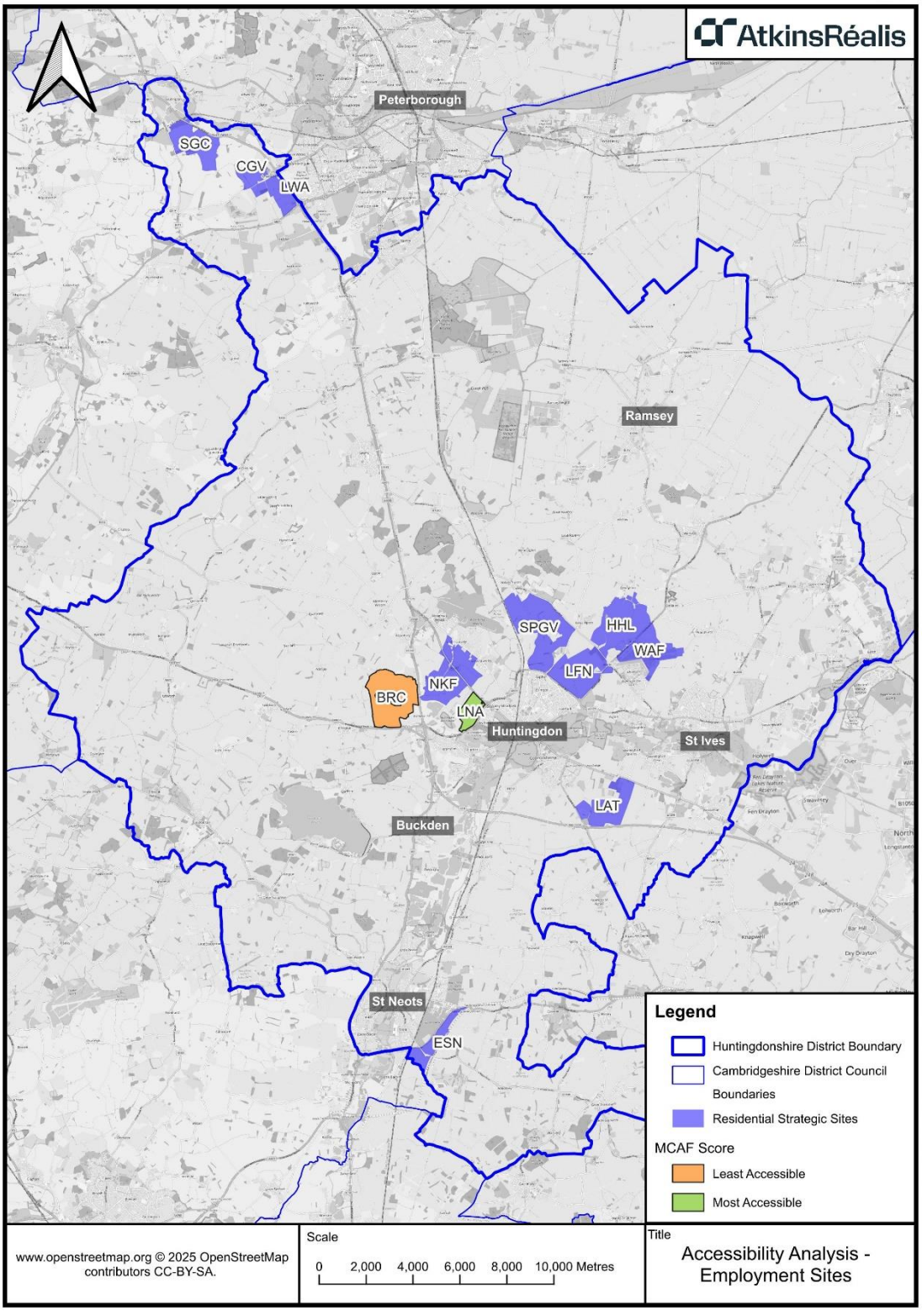
4.1 Comparative accessibility analysis

Table 4-1 and Figure 4-1 set out the results of the accessibility analysis for employment sites.

Table 4-1 - Results of accessibility analysis

Site name	Walking accessibility			Cycling accessibility			Public transport accessibility			Overall score
	Residents within 30 mins	Relative score	Weighted	Residents within 30 mins	Relative score	Weighted	Residents within 60 mins	Relative score	Weighted	
Brampton Cross	2,613	0	0	36,920	0	0	23,694	0	0	0
Land North of A141	10,634	1	3	50,616	1	2	95,501	1	1	6

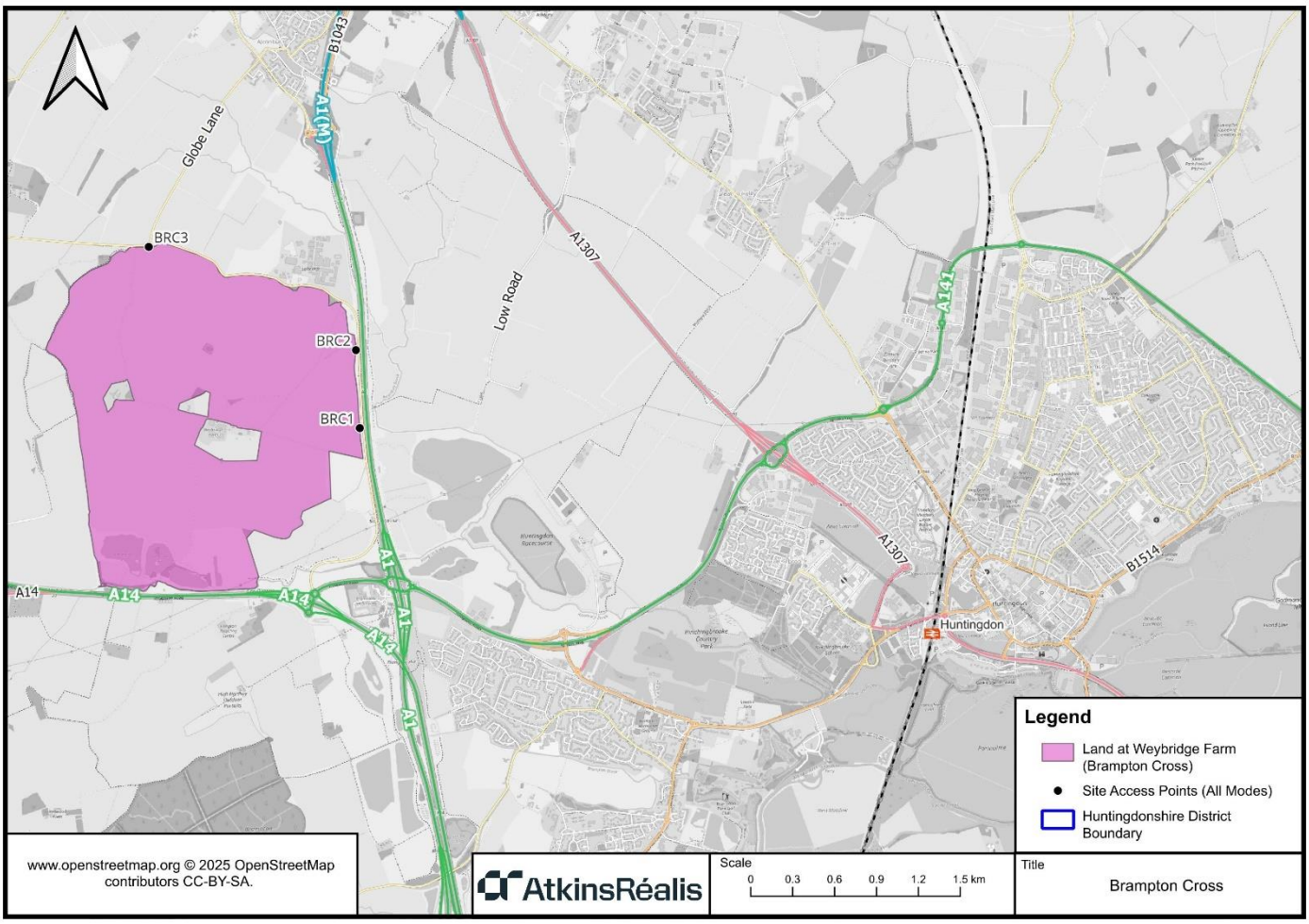
Figure 4-1 - Overall accessibility score - employment sites



4.2 Employment site profiles

4.2.1 Brampton Cross

Figure 4-2 – Brampton Cross site location



Brampton Cross is approximately 5km west of Huntingdon Town Centre, as shown in Figure 4-2. The site is located between the A14 to the south, the A1 to the east and Woolley Road to the north. The Vision Document for the site, dated June 2023, sets out a plan to make the site a national important centre for net zero enterprise. Whilst a detailed masterplan has not yet been provided, the site could support existing local businesses across Huntingdonshire, as well as providing a base for national and international companies. It is also hoped that local educational institutions can be brought into the site, to provide further and higher education opportunities alongside businesses.

Table 4-2 provides an overview of the existing accessibility of the Brampton Cross site, by public transport and active travel. Given the nature of the site, access to the Strategic Road Network (SRN) is clearly a key consideration and it is vital that freight can access and egress the site efficiently. Alongside this though, the ability of employees working at the site to travel by sustainable modes is also an important consideration.

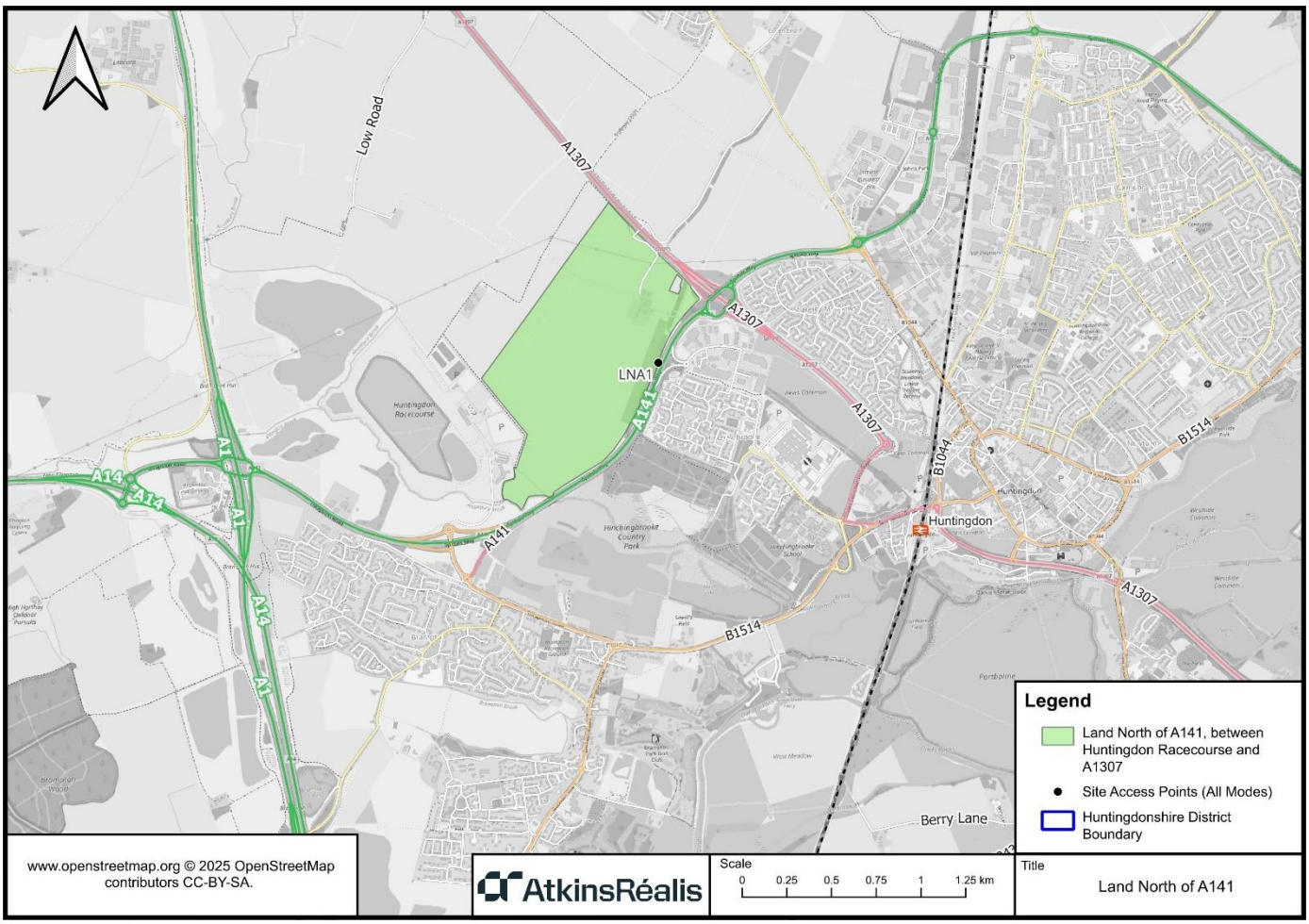
Overall, the existing accessibility of the site by sustainable modes is very poor. This is in large part due to the severance provided by the A1 and the A14. Very few residential areas can be accessed by foot although the key settlement of Huntingdon is within a 30-minute cycle. The site is also almost completely inaccessible by the current public transport network, with the nearest bus stops located in Brampton to the south, and Alconbury to the north. To enable future employees to access the site sustainably, a designated bus service would likely be required from nearby residential areas and plans to overcome the severance provided by the nearby SRN would need to be put forward.

Table 4-2 – Brampton Cross accessibility profile

Overall site accessibility ranking	2nd
Assumed access points (all traffic only)	▪ Off Woolley Road, opposite Globe Lane. ▪ Off Woolley Road (approx. 52.347938, -0.252004). ▪ Off Woolley Road, (approx. 52.342691, -0.251823).
Summary of active travel accessibility	▪ Very few residential areas within a 30-minute walking distance, namely Alconbury and the north west of Brampton. ▪ Huntingdon, Alconbury Weald and Buckden within a 30-minute cycle of the site.
Summary of public transport accessibility	▪ Access by public transport is very poor – the nearest existing bus stops are situated in Brampton to the south, and Alconbury to the north.

4.2.2 Land North of A141

Figure 4-3 – Land North of A141 site location



Land North of A141 is approximately 2.5km north west of Huntingdon Town Centre, as shown in Figure 4-3. The site is located between the A141 to the south, the A1307 to the north and Huntingdon Racecourse to the west. The Opportunity Document for the site details the plan to deliver 2 million ft^2 of employment floorspace, alongside green and blue infrastructure, which will account for approximately 64% of the site area. This will provide around 2,000 jobs on site. As with the Brampton Cross site, access to the SRN is a key consideration of the proposals, but it is important that future employees are able to access the by sustainable modes.

Table 4-3 provides an overview of the existing accessibility of the Land North of A141 site, by public transport and active travel. In comparison to the Brampton Cross site, the site is significantly more accessible by active modes, with approximately four times as many residents living within a 30-minute walk. In addition, around 37% more residents live within a 30-minute cycle. Public transport accessibility is also moderate. As well as the accessibility provided by local bus services, it is feasible that residents may commute to the site by rail as part of a multi-modal trip, given that it is situated approximately 1.8km north west of Huntingdon Railway Station. The A141 does currently provide severance to the site, and this would need to be overcome for opportunities for sustainable travel to and from the site to be realised.

Table 4-3 – Land North of A141 accessibility profile

Overall site accessibility ranking	1st
Assumed access points (all traffic only)	▪ Off A141, opposite access to Hinchingbrooke Business Park.
Summary of active travel accessibility	▪ Access is reasonable by foot. Residential areas such as Stukeley Meadows, Hinchingbrooke and Brampton are within a 30-minute walk. ▪ Residential areas such as Godmanchester, Buckden and Alconbury Weald are within a 30-minute cycle.
Summary of public transport accessibility	▪ Access is reasonable by public transport. Multi-modal trips are possible by train as well as bus, as Huntingdon Railway Station is situated approximately 1.8km to the south east. There are connecting bus services from the Station to areas within the vicinity of the site access point.

5. Study assumptions

Assumptions have been made in order to provide a robust and valid comparative assessment that is able to have a relevant means of being measurable and repeatable. These assumptions are set out below:

- The original transport network file used for this assessment was not subject to any manual adjustments to link speeds and access, this has been done to maintain a consistent standard to apply to all sites. Any manual adjustment and decisions on which links should be used may misrepresent access to locations and reduce the validity of comparison from the results received by the model. Further study of accessible locations on the network within the district and their walkability/cyclability could be undertaken to consider the results in context of the network surrounding the sites.

- Standard link speeds for walking and cycling of 4.8km/h and 16km/h respectively, have been set as the default speed within TRACC, these have been based off DfT standard active mode speeds as link specific speed information is not available from OpenStreetMap outputs. A speed of 0km/h has been applied to motorways to prevent the model using motorway links for active mode journeys. Cyclists are also subject to walking speeds on footpaths of 4.8km/h. This does not account for terrain or topology. Further work into the network could be undertaken using data such as TomTom to refine the network speeds

- The standard public transport timetable has been downloaded from Basemap, which is based on Traveline National Dataset from Q1 2025. This will not account for unknown traffic related delays that may occur while on route, but the timetable should be reflective of typical road conditions including peak period congestion. Public transport times are not affected by road network speeds and journey times are based on the timetable information.

- Site origins have been set from the motorised vehicle access points for each strategic site to retain a consistent and comparative measure.

- Site plans were not programmed into the model as the masterplans are at various levels of maturity in design and for many of the sites, a detailed network has not been prepared. Programming in links that accurately reflect the walking, cycling and highway network for some sites but not others would not enable a fair comparison across all the sites. Also, programming in links from masterplans provided at this stage may not accurately reflect the travel time to reach the main exit/entry points once the sites are operational, especially since site plans and designs are often amended during the planning and construction phases.
  - This step was also not undertaken to avoid routing of journeys through the site where the model may see a less complex network as more effective than using the existing network from access points.

6. Summary

AtkinsRéalis has been commissioned by HDC to deliver a Strategic Transport Study for Huntingdonshire, to inform he development of the Huntingdonshire Local Plan to 2046. Significant housing and employment growth is planned in Huntingdonshire District up to 2046, much of which could be delivered within a handful of large strategic sites. This Technical Note has analysed the comparative existing accessibility of twelve sites identified by HDC, by sustainable transport modes.

To conduct this comparative assessment, sites have been separated by their primary land use. Ten of the twelve sites are identified as primarily residential sites, whilst two are identified as employment only sites. For each type of site, a MCA has been conducted, which has enabled the sites to be ranked based on their accessibility by active travel and public transport modes.

The importance of sustainable travel is outlined within the Huntingdonshire Futures Place Strategy. 'Travel Transformed' is one of five areas of focus that describes what HDC want Huntingdonshire to be like as a place, and the common outcomes that they will work towards. Under the 'Travel Transformed' theme, it states that *"realistic alternatives to private car use will exist to encourage walking, cycling, wheeling and use of public transport."* In this technical note, we have assessed sites against this principle based on the existing active travel, public transport and highway network.