

CAMBRIDGE CITY & SOUTH CAMBRIDGESHIRE LOCAL PLAN EXAMINATIONS

MATTER 7A: Strategic Transport Issues

1. This Hearing Statement has been prepared by WSP/Clewlöw Consulting with Boyer Planning pursuant to the duly-made representations submitted on behalf of RLW Estates Ltd and the Defence Infrastructure Organisation (DIO).

i. Are all the essential transport schemes/improvements identified in the Plans and is it clear how they will be delivered?

2. RLW/DIO's contribution to this debate arises from their position as promoters of the Waterbeach New Town. The potential of this land as a new settlement location has been under consideration for over a decade, through the processes of Regional Planning Guidance for East Anglia (RPG6, 2000) and the Cambridgeshire & Peterborough Structure Plan (2003). In transport terms, key attributes of the location are:
 - it lies close to Cambridge but beyond the Green Belt;
 - it is close to the established employment locations in the Northern Fringe and Cambridge Research Park, accessible to both by cycle and to the latter on foot as well;
 - it is already linked to Cambridge by rail and bus based public transport, both of which are able to be significantly enhanced through the proposed development; and
 - it has good accessibility to the strategic highway network.
3. In the context of these key attributes, it can be seen that the site is already accessible by sustainable modes, and has the potential to become highly accessible. Accordingly, this response firstly sets out how the transportation issues associated with the development of the site as a new settlement have been identified and are being properly planned, secondly how the site can be considered as a rare opportunity for such a development and lastly how it will be highly sustainable, so bringing benefits to both future residents of the new settlement and the wider community alike.
4. Policy SS/5 in the SC LP identifies particular measures which are proposed in order to deliver the infrastructure which will support the new settlement. To the extent that the schemes/improvements in Policy SS/5 cover the main modes of motorised and sustainable travel in the Plan and have been assessed as appropriate through analysis by the developer as well as

by the County Council in its own assessment, it is considered that all the transport schemes which may contribute to the delivery of Waterbeach new town are identified.

5. The nature of the key schemes will enhance transport infrastructure, and in particular sustainable transport opportunities, in the Cambridge-Ely corridor and more widely across the north of the city.
6. Regarding delivery, the County Council has the powers as highway and transport authority to deliver the improvements needed to the highways to meet demand for additional car and bus travel. The County Council also has the ability to play a pivotal role in securing the delivery of rail infrastructure improvements, as demonstrated by the plans for the new station at Chesterton Sidings, while the rail industry through Network Rail also delivers improvements to effect operational benefits for the wider rail network, e.g., the island platform at Cambridge Station.
7. There are clear policy benefits in ensuring that occupants of new homes in new settlements should have proper choice of travel mode to enable sustainable travel patterns to be established. It is clear how responsibility for delivering infrastructure is allocated, although there is no timetable in the Plans for the delivery of the schemes identified as essential for the new town at Waterbeach. However this is not considered necessary to demonstrate a reasonable prospect of delivery. The phasing and sequencing of the identified infrastructure for Waterbeach New Town, including a programme of optimal delivery, will be identified through joint working of the public authorities and developers throughout the next stage of the planning process and this will need to balance the early sustainable travel benefits with the need for a viable development.
8. This process will enable the timely engagement of strategic transport bodies such as Network Rail, the Highways Agency and County Council and the regulatory framework within which these bodies operate (for instance, five-year Control Periods for rail network planning). It will also facilitate engagement with network management and service operators, whose franchises may extend into the period when the enhanced rail facilities would be commissioned. More details will be presented on the delivery of Waterbeach, as necessary through the Waterbeach specific hearing.

ii. Do the Plans adequately reflect the Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)?

9. The Plans reflect the ambition set out in the LTP and will provide a framework within which to develop later LTPs. The current LTP is necessarily focused on a shorter timescale than the Local Plans.
10. It is noted that the TSCSC Action Plan identifies project start dates for identified infrastructure with completion dates for all schemes during the first years of housing delivery within the plan period. Whilst it may be desirable for all the transport schemes/improvements to be in place as the first homes are delivered, we would suggest that this is not entirely necessary. Early delivery of certain schemes/improvements may mitigate the impact on other modes thereby enabling

existing infrastructure to remain unimproved until later in or beyond the current plan period. Accordingly we do not consider that the dates as currently set out in the TSCSC Action Plan should form part of the Plans.

iii. Does the Transport evidence base, including, comply with paragraphs 54-001-2141010 to 54-011-20141010 of Planning Practice Guidance?

11. The basis of the transport assessment of the Local Plans and TSCSC is the CSR. The CSR is a complex modelling tool and, to the extent that it analyses the effects of land use as well as travel behaviour, it is considered that it complies with the guidance set out in paragraphs 54-001-2141010 to 54-011-20141010.

iv. Will the Plans encourage the use of sustainable modes of transport?

12. A release of survey data in August 2012 compiled for local area walking and cycling in England (2010/11) by the Department for Transport (DfT) shows that adults living in the City of Cambridge have the highest propensity to cycle throughout England. Over half (52%) stated that they cycle at least once per week, 43% stated that they cycle at least three times per week and 37% cycle at least five times per week. These figures are significantly higher than any comparable urban area in England; Oxford, in second place, only achieves 30% of adults cycling at least once per week.
13. The DfT survey also reveals that the rural area of the country with the highest proportion of adults cycling is South Cambridgeshire, where 22% cycle at least once per week. When compared with the national averages of 10% for adults cycling at least once per week, 4% at least three times per week and 3% at least five times per week, it can be seen that Cambridge and its environs is an area where cycling already has a significant role in people's travel patterns.
14. There is further evidence in the survey's results of how residents of Cambridge and South Cambridgeshire use their cycles. 35% of residents in Cambridge and 20% in South Cambridgeshire cycle for at least 30 minutes at least once per month, with the majority of these trips being for utility purposes, which largely comprises commuting. These figures are well in excess of the single figure national averages.
15. Thus there are key attributes associated with the location of the proposed new settlement that provide an excellent basis upon which to build a sustainable transport strategy. The site's location in one of the flattest parts of the United Kingdom, close to the most cycle-friendly city and within the most cycle-friendly district council area, are clearly factors which work together. Furthermore, the site's location adjacent to a railway line with scope to increase capacity and rail infrastructure mean that there is a rare if not unique opportunity to create the blueprint for a sustainable and eminently deliverable new settlement at Waterbeach.

16. The extent of investment in transport infrastructure associated with a new settlement of the size of Waterbeach new town also has the ability to change the travel patterns of existing residents of the wider north of Cambridge area.
17. An example of the step change that can be brought about in existing travel behaviour by the introduction of new infrastructure in this area is given by the Jane Coston pedestrian and cycle bridge over the A14 between Milton and Cambridge, which opened in 2003. Analysis of the 2001 Census data (ie prior to its construction) shows that the cycling mode share from Waterbeach to Cambridge City Centre was around 7%, 8.4% from Waterbeach to East Chesterton and 0% from Waterbeach to Kings Hedges; these compare with the 2011 Census data (after the bridge provided a safer way for cyclists to cross the A14) of 14%, 24% and 9% respectively.
18. Cycling is a realistic mode of sustainable travel for residents of the new town which adds some significance to this data. Similarly it is important to bear in mind the scope which the enhancement of other travel modes (ie bus and rail) provides in terms of not only the new development but for existing residents to change their existing travel patterns.
19. In the case of the new town at Waterbeach, the large populations in the existing villages of Waterbeach and Milton have significant potential to change their travel patterns, while the scale of the investment in the Cambridge-Ely corridor associated with the new town will facilitate modal shift for journeys along the full length of the corridor.
20. In response to question (iv) therefore, the Plans, by including a new town to the north of and close to Cambridge, and on a major transport corridor capable of viable enhancement, *do* encourage the use of sustainable modes of transport.