

Cambridge City and South Cambridgeshire Local Plan Examinations

MATTER 7 - Transport

On behalf of Grosvenor/Wrenbridge (ID. 21321)

January 2015

Prepared by

Savills (UK) Limited

Unex House

132-134 Hills Road

Cambridge

CB2 8PA

CAPL/208076/A6



7 Strategic Transport issues

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

1. The core planning principles of the NPPF include supporting the transition to a low carbon future and that local authorities should:
 - support reductions in greenhouse gas emission and reduce congestion (para. 30);
 - support a pattern of development which facilitates the use of sustainable modes (para.30);
 - ensure that developments which generate significant movement are located where the need for travel will be minimised (para. 34);
 - should exploit opportunities for the use of sustainable transport modes (para. 35).
2. The Submission Cambridge City Local Plan sets out 15 strategic objectives (page 12). The first of those is to contribute to the vision of Cambridge as an environmentally sustainable city, where it is easy for people to make a transition to a low carbon lifestyle. It further states that this includes “...securing radical reductions in carbon emissions...”. This objective is rightly at the forefront of the strategy.
3. Paragraph 1.6 of the Submission South Cambridgeshire Local Plan identifies the challenge of dealing with a changing climate. Paragraph 1.9 states that underpinning the “*whole*” of the Plan is the commitment to sustainable development. Objective S/2f seeks to maximise potential for journeys to be undertaken by sustainable modes of transport including, walking, cycling, bus and train. Chapter 4 is entitled *Climate Change* and sets out the scale of the challenge and the urgency required to deal with it.
4. The LPAs accept that the edge of Cambridge is the most sustainable location for development after the urban area itself.
5. The most significant way that the local plan can achieve sustainable development and tackle the threat of Climate Change is through the location of development. Annex 1 contains analysis by WSP of modes of travel to work from Census 2011. This data demonstrates the significance of Cambridge in terms of low carbon transport modes. Cambridge ranks number one in the UK for Travel to Work by bicycle. 32% of workers in Cambridge City cycle, whilst only 9% in South Cambridgeshire. Therefore for every 100 workers living at Cambridge 21 more will cycle to work than in South Cambridgeshire. Conversely in South Cambridgeshire for every 100 workers 35 more will drive to work. Oxford ranks 2nd with 19% cycling to work. In only seven local authority areas in the whole of England and Wales do more than 10% of people cycle to work.
6. The Travel to Work patterns across Cambridge reflect the Cambridge averages. At Trumpington for example, 30% of residents cycle to work and 16% walk, whilst only 36% drive. In addition, the

development of the urban extensions include modal share targets. In relation to Trumpington Meadows for example, the agreed mode share target for driving is 32%.

7. It is clear that if land isn't released from the Green Belt congestion will increase, air pollution will increase and conditions for cycling will worsen. There is a significant risk therefore that fewer people will wish to cycle in Cambridge as a consequence of the strategy.

8. Tackling Climate Change requires urgent and concerted action. Encouraging people to move away from their cars is a major challenge. Yet in Cambridge, more so than anywhere in the country, the conditions all ready exist to achieve high levels of travel by non-car modes. A consequence of retaining the Green Belt boundaries as they are will be more travel by car, increased congestion, higher carbon emissions and a greater contribution towards Climate Change.

9. Without Green Belt releases there will be more travel by less sustainable modes and increases in travel distances. As a consequence there will be a greater need for infrastructure provision. However, there will be less resource available to fund such infrastructure given that the CIL for residential development in South Cambridgeshire (away from Cambridge) is proposed to be set at £100 per square metre and that the CIL for Cambridge is proposed at £125 per square metre. The CIL for development at Cambridge is 25% higher and consequently, development at Cambridge will create a lesser need for infrastructure, yet will generate more funding.

Conclusions

10. It is clear that both plans recognise the urgent need tackle Climate Change and the role of the local plans in dealing with the location of development. However, the actual effect of the plans will be to worsen the impact on Climate Change, increase congestion, increase the need for infrastructure provision, generate less money to fund infrastructure contrary to the expressed strategies of both Plans and contrary to National policy.