

Cambridge Local Plan and South Cambridgeshire Local Plan

Matter 9: Areas of Major Change / Major Development Areas on the Edge of Cambridge

Note on Cambridge Northern Fringe East and Relationship with City Deal Transport Schemes

Introduction

1. Pigeon Land, in their Matter 9 Statement paragraph 4.1 and more particularly during oral submissions at the examination hearing on day 17, referred to a consultants report titled 'Economic Prioritisation of the Greater Cambridge City Deal Report, a Transport Economic Assessment Report (TEAR) for Cambridgeshire County Council' produced by SQW and Cambridge Econometrics. This report identified City Deal transport schemes and their relationship with major development schemes identified within the submitted plans, in order to provide information to assist the prioritisation process. It was reported to the City Deal Assembly on 12 January 2015 (RD/CR/142), and subsequently the City Deal Executive Board 28 January 2015 (RD/CR/144).
2. Following matters raised at the examination hearing on day 17, this update clarifies the status of the report and the references within it Cambridge Northern Fringe East site.
3. The report identifies four schemes as being critical to the Cambridge Northern Fringe East site¹:
 - Chisholm Trail cycle links/Chisholm Trail bridge
 - Milton Road bus priority
 - A10 dualling and junctions/ A14/A10 Milton interchange
 - Waterbeach park & ride/ Waterbeach to North Cambridge Busway
4. It is important however to note that the paragraph above this list in the report states:

The criticality assumptions are based on a high level assessment of the links between proposed schemes and planned growth by Cambridgeshire County Council, with advice from relevant officers. This assessment is based on and reflects what is included in the emerging Local Plans, Housing Trajectories and the Transport Strategy for Cambridge & South Cambridgeshire. This assessment does not consider the transport schemes in terms of deliverability or what infrastructure is likely to be needed ahead of development, nor does it preclude the need for detailed transport assessment work which will be required for developments to identify infrastructure requirements to facilitate and mitigate the impacts of growth².

¹ City Deal Assembly 12 January 2015 (RD/CR/142) page 33

² City Deal Assembly 12 January 2015 (RD/CR/142) page 32

5. It is plain therefore that the assumptions within the report as to criticality of infrastructure in respect of particular development schemes derived from a “high level assessment” by economic consultants, and whilst it helped inform the prioritisation process, it does not represent the resolved position of the Councils or the County Council. Furthermore, and as stated expressly, the assessment does not address delivery, timing or phasing and, importantly, the detail that will need to be considered through the Area Action Plan process and subsequently Transport Assessments associated with the planning application process.
6. As indicated at the hearing, the County Council has not taken a view on whether all the transport infrastructure schemes referred to by SQE/CE are necessary for CNFE to come forward. Matters of detail including quantum of development and phasing will inform consideration of the transport infrastructure requirement, and will be considered through the AAP process.
7. In any event, the City Deal transport infrastructure schemes identified with the report are programmed, and there is every prospect of delivery. The Chisholm Trail and the Milton Road Bus Priority have been prioritised for the first five years of funding³. The A10 Dualing and Waterbeach Park and Ride form part of the ‘Year 6 to 10 Programme Development’. Even those with "high risk" of delay should not prejudice the CNFE coming forward during the plan period which runs to 2031.

³ City Deal Executive Board 28 January 2015 (RD/CR/144) – Decision regarding 2015 – 20 Prioritised Infrastructure Investment Programme.