CAMBRIDGESHIRE COUNTY COUNCIL, CAMBRIDGE CITY COUNCIL AND SOUTH CAMBRIDGESHIRE DISTRICT COUNCIL

REPORT TO:	Cambridge East Joint Member Reference Group	18 July 2007
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CAMBRIDGE EAST TRANSPORT STUDY UPDATE

Purpose

1. To report back to Members on the responses to issues raised following the presentation of the Cambridge East Transport Study at the Joint Member Reference Group of 28 November 2006.

2. To inform Members of issues raised by South Cambridgeshire and Cambridge City Council Members at subsequent meetings where the report was considered.

Recommendation

3. That the report be noted.

Background

4. To inform the Area Action Plan currently being prepared for the proposed development in Cambridge East, consultants were commissioned to carry out a study looking at the impact of the development on the surrounding area and to suggest options as to how such a development could be accommodated in transport terms. In line with the Area Action Plan, the consultants were asked if a 60:40 modal split in favour of sustainable transport could be achieved for the site.

5. The consultants reported back to the Joint Member Reference Group on 28 November 2006. The study that they produced showed that a 60:40 modal split could be achieved provided that segregated, high quality public transport were to be made available along with a range of infrastructure measures to support pedestrians and cyclists. The study gave a number of different options to show how this might be achieved.

6. At the meeting, Members sought clarity on a number of issues that required further work. These were:
   (i) What would be necessary to achieve a 60:40 modal split in favour of sustainable transport for phase I of the development?
   (ii) Would a new link road from Fen Ditton interchange result in additional traffic in nearby villages, such as Horningsea?
   (iii) Figure 2.9 of the report shows traffic figures as a result of the development at Cambridge East only. Could figures be made available to show total traffic (traffic not just from the site but also from elsewhere) along key routes into Cambridge?
   (iv) The consultants were asked to provide visualisations of some of the proposals so as to give Members a better idea of its impact and to provide a background map for some of the illustrations in the study that gave a clearer indication of some of the segregated and partially segregated bus lanes.

7. Subsequently to the meetings, the consultants gave further presentations of the study to the East Area Committee and the Environment Committee of Cambridge City Council and to the Planning Policy Advisory Group of South Cambridgeshire District Council. From these, a number of other issues were raised as follows:

   (a) What would be the impact on Fulbourn of additional junctions on Airport Way, particularly with regard to rat running on the A11?

   (b) What cycle access would be created to and from surrounding villages to the development?

8. The consultants have now carried out further work looking at these issues and the results are presented in this report. The improved maps requested under 6 (iv) are attached at **Appendix 1**, whilst the visualisation of some the proposals will be presented to Members at this meeting in the form of a presentation.

Issues raised concerning the Cambridge East Transport Study

Modal split for phase I of the development

9. The consultants considered how a more favourable modal split could be achieved for Phase I of the development than the study originally envisaged. The results of this are included in **Appendix 2** to this report. In summary, they are that the consultants do not believe that a 60:40 split could be achieved because

   - The size of Phase I of the development is relatively small at 1,750 dwellings and this will mean that the level of community facilities that can be developed will be much more limited than those for the whole development and so there will not be as much potential for self-containment;
   - The location and cost of many of the key transport infrastructure and service interventions mean that they can only realistically be delivered as part of Phases II and III of the development.

10. However, the consultants do believe that Phase I of the development can be accommodated in transport terms, provided that the measures set out in the transport study, or something equivalent to them, are delivered in conjunction with the development. Clearly, a much more detailed Transport Assessment will be required as part of the considerations of a planning application and it would be expected that such an assessment would need to demonstrate the full impact of Phase I of the development on the surrounding area.

The impact of a new road from Fen Ditton on nearby villages

11. Additional modelling has been carried out to show the potential impact of a new road at Fen Ditton. The results of this are shown in Table 1. In summary, the modelling suggests that only building the road would result in an increase in traffic through Horningsea as a result of diversions from the A10. However, if signal timings at the Ditton interchange were reduced so as to provide reduced green time for the Horningsea approach, it is likely that this impact will be significantly reduced.

TABLE 1 IMPACT ON HORNINGSEA (WITHOUT ADDITIONAL TRAFFIC MANAGEMENT

Route	Direction	2021 reference case (no link)	2021 reference case with Fen Ditton Link
Horningsea	northbound towards Horningsea	168	209
	southbound from Horningsea	517	649

Figures showing total movements in Cambridge East (not just those as a result for the development)

12. Figures showing predicted future traffic movements are contained in Appendix C of the study. For Newmarket Road and the outer ring road (including Perne Road) they are as shown in Tables 2 and 3 (taken from the Appendix):

TABLE 2 FORECAST FLOWS ON NEWMARKET ROAD (AM PEAK HOUR, WEST OF BARNWELL ROAD, 2021, HIGH QUALITY PUBLIC TRANSPORT SCENARIO)

Model Scenario	2-way flow	Westbound direction	Eastbound direction
2006 Base Model	1636	1241	395
2021 LTTS Reference Case (No S. Orbital)	1787	1381	406
2021 LTTS Base Case + HQ PT	1703	1303	400
2021 LTTS Base Case + HQ PT + DM	1403	1019	384

TABLE 3 FORECAST FLOWS ON OUTER RING ROAD (AM PEAK HOUR, SOUTH OF BROOKS ROAD, 2021, HIGH QUALITY PUBLIC TRANSPORT SCENARIO)

Model Scenario	2-way flow	Northbound direction	Southbound direction
2006 Base Model	1689	885	804
2021 LTTS Reference Case (No S. Orbital)	1803	971	832
2021 LTTS Base Case + HQ PT	1686	892	794
2021 LTTS Base Case + HQ PT + DM	1417	582	835

13. These show a surprisingly small increase in the amount of traffic on these roads given the scale of development planned for Cambridgeshire. The reasons why the increase is so low include:
    - Improvements to alternative modes will benefit all Cambridge residents and reduce mode share of cars across the network
    - The trips shown in the table are not all new trips: by providing housing closer to Cambridge some longer distance trips will be replaced and those who previously made the longer distance trips will have greater and better opportunities to use alternative forms of transport
    - Some traffic displacement will take place as some current users either find alternative routes into Cambridge, travel at different times or by different means, choose to travel less or avoid coming into Cambridge

14. However, low though the increase is, it does highlight a wider need to address growth more generally and not just as a result of Cambridge East. This is being carried out by the County Council through the Long Term Transport Strategy.

The impact on Fulbourn of additional junctions on Airport Way

15. The number of junctions from Airport Way would be unlikely to make any significant difference to traffic rat running on to the A11.

16. As the study demonstrated, regardless of the number of junctions, there will be an increase in traffic travelling from Teversham to Fulbourn, rising from 169 to 460 as shown in Table 4. Improved public transport will mitigate against this, but only slightly.

It is likely that the majority of additional traffic is coming from Cambridge East itself and not from rat running.

TABLE 4 IMPACT ON FULBOURN/TEVERSHAM

Route	Direction	2006 base Model	2021 Ref Case	2021 HQPT
Teversham - Fulbourn	n-bnd towards C.East	305	398	310
	s-bnd	169	460	440

Cycle access to and from Cambridge East from nearby villages

17. Specific cycle access to nearby villages from Cambridge East was not addressed in the study. However, following Members' comments this matter is now being rectified in the work being carried out on the long term transport strategy and will be reported on as this strategy is taken forward.

Conclusions

18. The study has been considered by the Joint Member Reference Group, the Environment and East Area Committees of Cambridge City Council and the Planning Policy Advisory Group of South Cambridgeshire District Council. A presentation was also given on the study to key stakeholders.

19. The final report of the Study was made available to the inspector as supporting material for the Examination of the Cambridge East Area Action Plan, and has been considered at that inquiry. It will also be used to inform discussion with developers.

20. Detailed transport proposals for the area will come forward as the development plans progress. This study will help to inform these proposals. Extensive consultation with the local community will take place as part of the planning process prior to final proposals being put in place.

Background Papers: the following background papers were used in the preparation of this report: Cambridge East Sustainable Transport Study. This is available online at http://www.cambridgeshire.gov.uk/transport/strategies/longterm/developmentareas/cetransstudy.htm

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