

TRANSPORT

CE/13 – Road infrastructure

Proposes a series of measures which define the location of the principal accesses to the main site (the area north of Newmarket Road is addressed by policy CE/15), and delivery of new and existing transport infrastructure (notably the park & ride site, which must be relocated) with the development of the site, using Grampian conditions in two instances to coordinate growth.

Sustainability Appraisal Objectives [abridged in some cases]	Assessment			Comments / Proposed Mitigation
	Short	Med.	Long	
1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings	~	~	~	
1.2 Reduce the use of non-renewable resources including energy	~	~	~	Benefits of improved sustainable transport are covered by policy CE/14.
1.3 Limit water consumption to sustainable levels	~	~	~	
2.1 Avoid damage to designated sites and protected species	~	~	~	
2.2 Maintain / enhance range and viability of characteristic habitats and species	~	~	~	
2.3 Improve opportunities for people to access the countryside and wild places	~	~	~	
3.1 Avoid damage to designated historic sites and their settings	~	~	~	
3.2 Maintain diversity and distinctiveness of landscape and townscape	~	~	~	

3.3. Create places and spaces that look good and work well	□□□	□□□	□□□	Supported intrinsically by coordinating transport infrastructure with development of various phases of the site.
4.1 Reduce emission of greenhouse gases and other pollutants	?	?	?	Overall effect is neutral insofar as we assume that other policies will control private car use and ensure development does not unduly affect air quality, while recognising that an appropriate structure of sufficient, safe, well designed access is delivered at an appropriate time and coordinated with the existing transport facilities.
4.2 Minimise waste production and support recycling	~	~	~	
4.3 Limit or reduce vulnerability to flooding and other climate change impacts	~	~	~	
5.1 Maintain and enhance human health	~	~	~	
5.2 Reduce and prevent crime and the fear of crime	~	~	~	
5.3 Improve the quantity and quality of publicly accessible open space	~	~	~	
6.1 Improve the quality, range and accessibility of services and facilities	+	+	+	Fundamentally supportive.
6.2 Redress inequalities in age, gender, race, location, faith, disability, etc.	(+)	(+)	(+)	Implicitly consistent because planning obligations will contribute to traffic infrastructure improvements necessitated by the development.
6.3 Ensure all groups have access to decent, appropriate and affordable housing	~	~	~	
6.4 Encourage and enable active involvement of local people in the community	~	~	~	
7.1 Help people gain access to satisfying work	+	+	+	As for 6.1.

appropriate to skills, potential and location				
7.2 Support appropriate investment in people, places, communications and infrastructure	++	++	++	Balances growth of development and infrastructure provision; and need for sustainable modes with maintaining road access.
7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy				
Summary of assessment: The lack of extensive comments do not imply this is a policy with limited impact. Further traffic assessment is required by the policy but it appears to effect a balance between the need to link development and growth in traffic and access infrastructure, and the need for sustainable transport as defined by other policies with maintaining safe and convenient road access.				
Summary of mitigation proposals: None identified.				
Secondary, cumulative or synergistic effects: The principal potential cumulative impact is the effect on local traffic circulation of around 27,500 additional trips to/from the development (once complete) during the peak hours. The policy requires more detailed traffic modelling to ensure the proposed access points to the site, and the likely volume of traffic net of modal shift to public and other forms of transport, does not add to congestion, and this is catered for by clause 5 of the policy. There are similar potential impacts on the A14 and on the park & ride facility which the policy controls by conditions on any planning permission				

CE/14 – Alternative modes and parking

Defines the requirement for an extensive range of infrastructure improvements – many of them to routes and junctions closer towards the city centre - that deliver the high quality public transport requirements for this part of the City as defined in the county Structure Plan. The basic ‘proximity principle’ that all new development should be within 400m of a bus stop is defined, and the policy provides for improvements benefiting other modes, not only to encourage sustainable commuting but also to make it easier to reach nearby open spaces. Car and cycle parking standards are also defined and are consistent with those in PPS3.

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	Short	Med.	Long	
1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings	~	~	~	
1.2 Reduce the use of non-renewable resources including energy	+	++	++(+)	Long-term impact depends on whether modal shift occurs and in a large volume, but the policy is fundamental to delivering

				infrastructure to help this shift and a reduction in private car use and fuel consumption.
1.3 Limit water consumption to sustainable levels	~	~	~	
2.1 Avoid damage to designated sites and protected species	~	~	~	
2.2 Maintain / enhance range and viability of characteristic habitats and species	~	~	~	
2.3 Improve opportunities for people to access the countryside and wild places	~	+	++	Provides for access to adjacent open areas by foot / cycle / horse. We assume this will be phased over time.
3.1 Avoid damage to designated historic sites and their settings	~	~	~	
3.2 Maintain diversity and distinctiveness of landscape and townscape	~	+	++	Reduced traffic congestion surely improves the townscape and will improve the satisfaction of residents and visitors.
3.3. Create places and spaces that look good and work well	~	+	++	As for 3.3.
4.1 Reduce emission of greenhouse gases and other pollutants	+	++	++(+)	One of the principal objectives of this policy, though subject to the same qualification as 1.2.
4.2 Minimise waste production and support recycling	~	~	~	
4.3 Limit or reduce vulnerability to flooding and other climate change impacts	~	~	~	
5.1 Maintain and enhance human health	+	+(+)	++	Partly the benefits depends on whether more people walk or cycle to work or on recreational trips, however improvements in public transport can reduce traffic congestion and its air quality and noise impacts, affecting basic health and other aspects of environmental quality (eg. gradual reduction in ambient noise).

5.2 Reduce and prevent crime and the fear of crime	?	?	?	Policy CE/14 (5) refers to the need for rights of way to be safe.
5.3 Improve the quantity and quality of publicly accessible open space	~	+	++	As for 2.3.
6.1 Improve the quality, range and accessibility of services and facilities	+	+(+)	++	Only addresses accessibility, but clearly influential.
6.2 Redress inequalities in age, gender, race, location, faith, disability, etc.	+	+	+	Intrinsically supportive in providing high quality transport for all and ensuring it is readily accessible (ie. within 400m). Ideally the requirements of this policy would be coordinated with those of housing to reduce this distance for special needs housing to provide better access for the less mobile and elderly.
6.3 Ensure all groups have access to decent, appropriate and affordable housing	~	~	~	
6.4 Encourage and enable active involvement of local people in the community	~	~	~	
7.1 Help people gain access to satisfying work appropriate to skills, potential and location	+	+(+)	++	Key direct impact is in facilitating easier access to work, but the effect on traffic movement can also incremental help business development if it removes the disincentive of traffic congestion.
7.2 Support appropriate investment in people, places, communications and infrastructure	++	++(+)	+++	Quite clearly fundamental to this objective.
7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	+	+	+	Impact is difficult to judge but incremental benefit on the economy is as defined for 7.1.
Summary of assessment: Clearly a sustainable and ambitious policy – consistent with Core Strategy policy TR/6 – with the potential to make significant beneficial changes to commuting habits and traffic patterns across the eastern part of the City. The primary focus is on movement from the East to the centre and other built-up areas, but the need for easy access via healthy travel modes to adjacent open space is not overlooked.				
Summary of mitigation proposals: None identified.				

Secondary, cumulative or synergistic effects: The policy text requires some significant but unavoidable route/junction improvements within Cambridge to deliver the High Quality Public Transport links which are beyond the scope of this assessment, but which will clearly have a temporary (and local short-term cumulative) impact. Otherwise, provided policy successfully encourages modal shift, the principal effect is a long-term synergistic benefit of more convenient and faster public transport, reduced emissions and noise from traffic, and the indirect benefits these changes will bring to the efficiency of commercial vehicle movements (ie. economic gains) and the character of the townscape.

CE/15 – Transport for north of Newmarket Road

Provides for several accesses from/to the first part of the quarter to be developed, primarily onto Newmarket Road for vehicular traffic, and with connections to the cycle and footpath network in the City, with the former requiring further analysis of its impact on the main road and park & ride site. Provision is made for future adjustment to provide for extra access to the north, possibly onto the A14 and public transport access to the northwest.

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	Short	Med.	Long	
1.1 Minimise irreversible loss of undeveloped land and productive agricultural holdings	~	~	~	
1.2 Reduce the use of non-renewable resources including energy	+	+(+)	++	Proposals prioritise public transport and clause (vii) makes clear this applies within this part of the development too, although effectiveness depends on whether modal shift is successful.
1.3 Limit water consumption to sustainable levels	~	~	~	
2.1 Avoid damage to designated sites and protected species	~	~	~	
2.2 Maintain / enhance range and viability of characteristic habitats and species	~	~	~	
2.3 Improve opportunities for people to access the countryside and wild places	~	~	~	

3.1 Avoid damage to designated historic sites and their settings	~	~	~	
3.2 Maintain diversity and distinctiveness of landscape and townscape	+	+	+	Intrinsically supportive if internal design balances the need for various forms of access with the need to prevent development dominated by private cars.
3.3. Create places and spaces that look good and work well	+	+	+	As above.
4.1 Reduce emission of greenhouse gases and other pollutants	+	+(+)	++	As for 1.2.
4.2 Minimise waste production and support recycling	~	~	~	
4.3 Limit or reduce vulnerability to flooding and other climate change impacts	~	~	~	
5.1 Maintain and enhance human health	+	+(+)	++	Provision for connecting footpaths and cyclepaths to routes into the City whether for recreational access or commuting.
5.2 Reduce and prevent crime and the fear of crime	~	~	~	
5.3 Improve the quantity and quality of publicly accessible open space	(+)	(+)	(+)	Doesn't address the objective specifically, but supports its accessibility.
6.1 Improve the quality, range and accessibility of services and facilities	+	+	+	Mark may be conservative. Provision of public transport should improve accessibility especially if there is a long-term contribution to reducing congestion on Newmarket Road in particular.
6.2 Redress inequalities in age, gender, race, location, faith, disability, etc.	+	+	+	Addresses needs for less mobile or car-less residents of this part of the development.
6.3 Ensure all groups have access to decent, appropriate and affordable housing	~	~	~	

6.4 Encourage and enable active involvement of local people in the community	~	~	~	
7.1 Help people gain access to satisfying work appropriate to skills, potential and location	(+)	+	+(+)	Meets objective of reducing commuting by car – marking assumes slow change but that it occurs. Does not really address the other decision-making criteria.
7.2 Support appropriate investment in people, places, communications and infrastructure	++	++	++	Clearly supportive.
7.3. Improve the efficiency, competitiveness, vitality and adaptability of the local economy	(+)	(+)	(+)	Doesn't address the decision-making criteria directly but any contribution to easing traffic congestion as it affects residents, those commuting to the city, or those visiting it for other reasons makes an incremental contribution to this objective.
Summary of assessment: Clearly supportive of and consistent with other sustainable transport objectives with measures to encourage residents to use a range of alternative (ie. non-car) modes.				
Summary of mitigation proposals: None identified – the main additional requirement is for a statement linking development to the delivery of access so that new residents are encouraged to use sustainable transport rather than their own cars. This statement is provided by policy CE/13.				
Secondary, cumulative or synergistic effects: Has potential for long-term synergistic benefit by reducing locally-originated/terminated trips thereby helping to reduce Cambridge's traffic congestion, and to ensure addition of new housing in this area does not contribute to it. The text also makes provision for additional access onto the A14 at a later date; this would be conditional on a satisfactory transport assessment and therefore cannot be commented on at this stage.				