

## Written Statement to the Inspector concerning the Cambridge Local Plan 2014:

### MATTER 5 INFRASTRUCTURE, MONITORING, VIABILITY

A representation by the Residents' Association of Old Newnham (RAON)

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RAON has commented on previous consultations concerning the Local Plan in October 2013, January 2013, and July 2012.

However, previous consultations have made it difficult to comment on the Local Plan (and the parallel Cambridgeshire Transport Strategy) as a whole as submissions had to be against specific sections rather than the effectiveness of the Plan/Strategy as a whole.

The comments in this submission seek to address this wider effectiveness as well as complementing all previous contributions concerning specific options or issues.

#### 1) Traffic Planning

Cambridge has some of the worst congestion in the UK, at least during term-time. It is particularly prone to instability whereby a single incident (particularly on the A14) can create a rapidly spreading traffic jam across the whole of Cambridge. This makes it even more important that the impact of single large developments is properly modelled and assessed to avoid creating undue stress on an already fragile transport system. Even if single developments are acceptable, the cumulative impact of all the proposed large developments needs to be modelled and assessed.

Many development options presented at earlier stages lacked any traffic impact analysis, which made assessment of the suitability of the proposed development almost impossible (unless it could be ruled out on other grounds). As an example, proposals for different sites for a new 'community stadium' had no detailed traffic assessment, despite the huge impact these could have (if successful) when hosting major events, perhaps at key times of other traffic flow.

The Cambridgeshire Traffic Strategy is very opaque in its methodology. The Modelling Reports simply notes the use of the Cambridge Sub Regional Model (CSRM), whatever that may be. It considers a number of large-scale developments and infrastructure changes across Cambridgeshire rather than Cambridge itself, so that it is no help in assessing some of the major changes anticipated in Cambridge itself. Individual development applications may include traffic analyses, though usually commissioned by the developer and with somewhat optimistic assumptions as to traffic impact locally and rarely anything on a pan-Cambridge scale.

From the information available, there seems to be **no effective traffic planning** for Cambridge, and certainly none on the *stability* of the traffic flows, so we could end up with plans that work on paper, but rarely offer anything but gridlock in practice.

Furthermore, there seems little routine integration between development planning and traffic strategy. For much of the consultation process, we were told that the traffic strategy and plan would be forthcoming at a later stage of the consultation, but only actually appeared when it was no longer possible to comment materially on the Local Plan, so there has been **no effective consultation** on the Local Plan together with the Transport Strategy.

The analysis that we propose may show that only with innovative traffic solutions will Cambridge continue to function well during the lifetime of the Plan. These solutions might include new railway lines, trams, underground trains, and/or charging for cars.

#### 2) Day tourism

The Local Plan considers the impact of tourism (Policies 78 & 79) but relatively trivially, making no distinction between 'day trippers', often arriving by the coachload with their own packed lunches, who provide little or no income and often ruin what they have come to see, and a more

sustainable tourist who comes to see Cambridge with more leisure and greater contribution to the local economy and employment. It is clear that 'day trippers' have greatly increased tourist numbers, but this is not well-reflected in considerations for, say, the need for new hotel accommodation, where the reality is that hotels have been running into difficulties and changing hands rather than thriving.

There are knock-on effects from this, such as the greatly increased number of large coaches which arrive in Cambridge on a daily basis, congesting streets, parking in residential areas, contributing to yet more traffic problems and often with engines left running when parked. Again this is not reflect in any transport strategy.

We consider that the Local Plan **is not effective** in properly addressing aspects such as the impact and proper provision for tourists or the traffic problems that tourism necessarily creates.

Possible solutions might include a ban on coach parking in the city except in Park and Ride car parks, and significant charges for coach parking in Park and Ride car parks.