Supporting Evidence/Information

Policy S/GF depends on delivery of the Cambridge South East Transport (CSET) Phase 2 busway and an extension of CSET Phase 2 into Grange Farm

The transport analysis and evidence compiled by KMC to demonstrate that the impacts of the Grange Farm development can be accommodated on the road network (Grange Farm Transport Analysis and Evidence Report) is predicated on the delivery of CSET:

> "*These mode shares are predicated on delivery of CSET (or equivalent piece of public transport infrastructure) and associated bus-priority/segregated links that anchor a reliable, turn-up-and-go service into Cambridge and key employment destinations….The tested trip rates assume a step change [in] public transport offer consistent with CSET service levels. Development should therefore be phased alongside transit, with early occupations matched to interim bus priority and service uplift, and later phases contingent on full CSET operation.*" (Grange Farm Transport Analysis and Evidence Report, p156)

This report also states that there is:

> "*an expectation that a transformational level of public transport access and connectivity will be needed to achieve the levels of mode share needed [for the Grange Farm site]. At this stage it is anticipated that this will be achieved through an extension of CSET from the A11 Travel Hub*" (Grange Farm Transport Analysis and Evidence Report, p.23).

CSET Phase 2 and the CSET Busway Extension to Grange Farm as critical infrastructure; costs of the infrastructure

CSET Phase 2 and the CSET Busway Extension to Grange Farm are identified as critical infrastructure in the Infrastructure Delivery Plan (Infrastructure Delivery Plan p44)

The estimated costs of the two schemes and phasing are also in the Infrastructure Delivery Plan (Infrastructure Delivery Plan p44).

What are CSET Phase 2 and the CSET extension?

The scope and route of CSET Phase 2 is outlined in the CSET - Statement of Case (paragraphs 1.6 and 1.7)

The CSET extension is described in the Grange Farm Transport Analysis and Evidence Report (Topic Paper 2 – Connectivity & Deliverability, paragraph 1.3)

The Local Plan does not demonstrate that funding for CSET Phase 2 is in place

Table 18-2 – Infrastructure Delivery Schedule in the Plan's Infrastructure Delivery Plan describes CSET Phase 2 and the CSET Phase 2 extension as funded (p174), with the GCP City Deal as the anticipated funding source (p174).

The anticipated cost of CSET Phase 2 in the Infrastructure Delivery Plan is £161 million (p174) and the anticipated cost of the CSET Phase 2 extension is £30 million.

This estimated cost of CSET phase 2 dates from 2023 (Agenda Pack, 28 September 2023 Greater Cambridge Partnership Executive Board Meeting, Item 7 - Greater Cambridge Partnership Future Investment Strategy 3, Table 5, p406). No consideration has therefore been given to inflation in construction costs since then.

At the Greater Cambridge Partnership's 28 September 2023 Executive Board meeting, the Board discussed how to proceed given its budget would not stretch to funding all schemes under development. A decision was taken no longer to develop the CSET phase 2 scheme (Decision Summary, 28 September 2023 GCP Executive Board Meeting).

In response to a question from Cllr Tim Bick at the 7 July 2026 GCP Executive Board Meeting, Peter Blake (GCP Transport Director) stated that the GCP will bear the cost of CSET Phase 2 reaching the planning application stage, but the wider cost will land elsewhere (Livestream of Greater Cambridge Partnership Executive Board Meeting, 7 July 2026: question from Cllr Tim Bick at 20"; response from Peter Blake at 27").
Policy S/GF will oblige developers to make financial contributions towards CSET Phase 2 and the CSET Phase 2 extension, however it is not reasonable to assume that developers will meet the full cost of either of these schemes. Developers are not listed as anticipated funding sources for CSET Phase 2 or the CSET Phase 2 extension in the Greater Cambridge Local Plan's Infrastructure Delivery Plan.

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Haverhill-Cambridge railway

The 2016 assessment of options for the A1307 corridor is referenced in the Agenda Pack for the March 2016 GCP Executive Board meeting. The report is available from the GCP (no longer available online).

Sites adjoining Cambridge were assessed using relatively low housing densities and conservative mode share assumptions

The West Fields site (Site ID115681) was assessed at a prevailing density (weighted) of only 30 dwellings per hectare - Housing and Economic Land Availability Assessment Update (2026) - Appendix 1 - Part 28 - Newnham, p71) and with only just over a third using sustainable modes - Transport Technical Note available at https://oc2.greatercambridgeplanning.org/form/52643; p6 "The above demonstrates that

over a third of existing residents of the local area travel by non-car modes…and as such future residents can be expected to follow these trends.").

Land at South Trumpington (Site ID 115169) was also only assessed at a prevailing density (weighted) of only 30 dwellings per hectare, albeit with higher mode shares for sustainable travel (Transport and Movement Report, Land at South Trumpington, Cambridge).

These assumptions are at odds with what is already being delivered in Eddington. Eddington is described as having a net density of 68dph in the Greater Cambridge Local Plan – Typologies Study and Development Capacity Assessment (2021) and a density of 90 homes per hectare in Phase 1 and 108 homes per hectare in future phases in online articles (https://www.housingtoday.co.uk/news/university-of-cambridge-submits-masterplan-for-next-phases-of-5600-home-eddington-scheme/5138700.article?utm_source=chatgpt.com). A recent Eddington travel survey suggests that 89% of residents commute by sustainable modes.) The prevailing density (weighted) for the West Fields Site is also substantially lower than that used to assess **Site ID 115533 – West Cambridge.**