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24 February 2020.

Greater Cambridge Local Plan,
localplan@greatercambridgeplanning.org

Dear Sir / Madam,

I have looked at your consultation document 'Greater Cambridge Local Plan (Regulation 18)', and regret that the proposals seem to lack important features.

In particular, only a few pages of your document deal with infrastructure. We are asked for comment, but without any indication of what the negative effects might be.

Long-distance travel aspirations are shown in fig 22, and the proposed CAM is mentioned at 5.2.2. Para 5.1 implies that the future balance of development is wide open, which is disingenuous. Terms such as 'Urban Area' and 'Edge of Cambridge' are meaningless in a small city – in many cases housing already crosses the city boundary, so 'edge of Cambridge' implies eroding what was once the Green Belt. The consultation indicates that a significant number of new houses may be built on the Marshall's site, particularly toward the latter end of the Plan (para 5.2.1). This is likely to have a major effect on traffic on Newmarket Road, for example.

Of more particular concern is the focus upon housing and jobs without considering either the commercial environment, or where those jobs will be. You claim (para 4.7) that '202,155 vehicles cross the outer boundary of Cambridge in either direction every day'. The figure is presented as a fixed amount, is incorrect, and in any case it masks the variations. It will have little meaning to most people.

It is only by an objective look at the broad picture, and then analysing the detail that we can begin to understand what is truly happening in Cambridge, and thus how to avoid making the same mistakes again and begin to deal with the problems. To demonstrate the point, Figure 1 shows the travel pattern on Newmarket Road for each hour of the day, each day of the week, for nine weeks from 3rd June to 4th August 2019.

There are clear differences between *weekend* and *weekday* travel patterns. Each group of seven columns indicates the number of cars per hour passing a sensor. The first group represents the first hour of the day (00:00 – 01:00) and so on. By the seventh hour (06:00 – 07:00), it can be seen that on weekdays, a little over 500 cars pass the sensor each day, but only 200 on a Saturday and 100 on a Sunday.

The important point, however, is that peak inbound traffic is on a *Sunday*. Between 09:00 and 10:00 some 700 cars pass the sensor, many more than at any other time in the week. Similarly, there is a Sunday peak outbound, between 14:00 and 15:00 (approx 690). This is only just outstripped by the Friday peak hour 15:00 – 16:00. It can be demonstrated that this is because the concentration of large stores on Newmarket Road are attracting car users at the weekend.

The Local Plan must consider not simply housing, but also commercial aspects such as the placement of such large stores and their effect upon local traffic. To increase the number of houses in the area of the present airport without considering not just the weekday commute, but other activities such as shopping is potentially to cause gridlock, and hence even more loss of time and potentially pollution. Weekend gridlock will affect not only those trying to reach the stores, but those attempting to enter and leave the housing on the airport site.

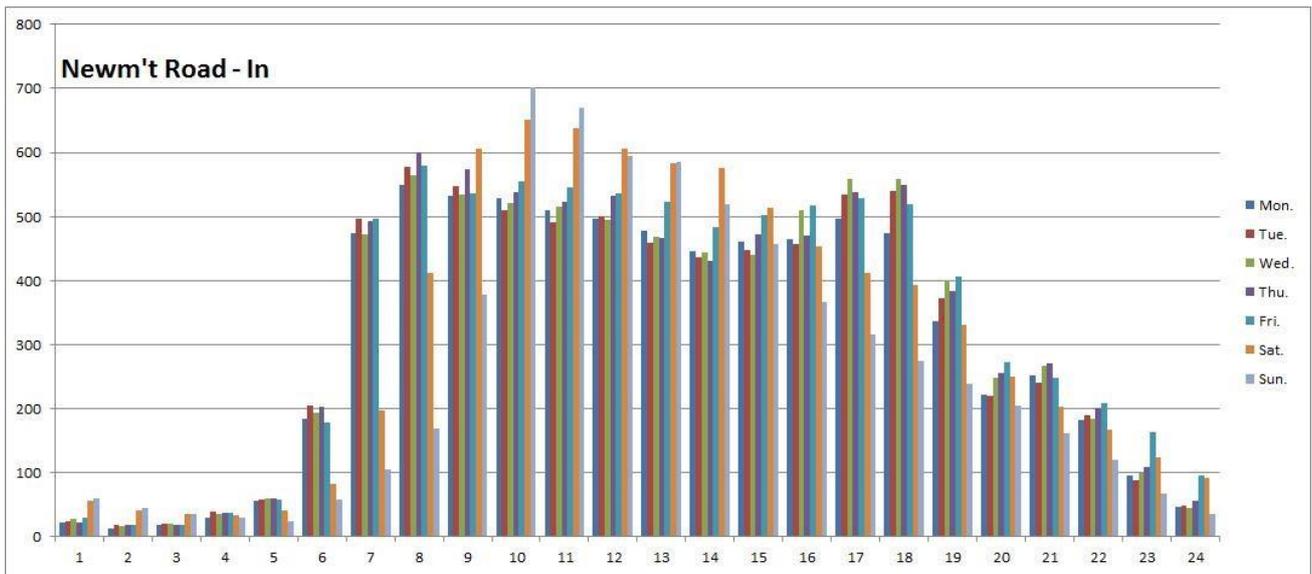


Fig 1a – Traffic inbound, cars per hour, by each hour of the day, Monday – Sunday

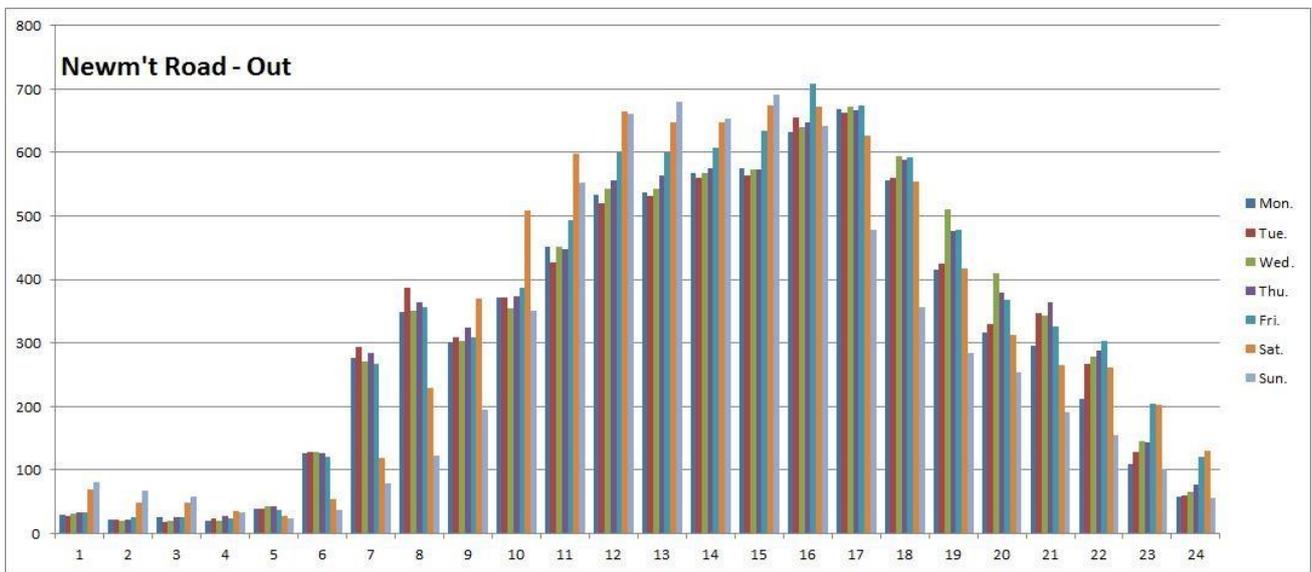


Fig 1b – Traffic outbound, cars per hour, by each hour of the day, Monday - Sunday

We, who live in the city, have to endure the combined effects of development. What is needed for a Local Plan is a top-down, overall, consideration of the effects *in combination*. The decision-making process must be wide ranging. Furthermore, raw data is withheld from the public and simply released when it supports a particular case. If we are to build a vibrant city for the next generation the authorities should engage with residents in the City, and make available information collected at public expense so that those who have lived, worked and brought up families in the City public can engage in analysis and meaningful discussion, rather than being spoon fed selected information designed to make a point.

Yours faithfully,

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