

Committee: Planning Policy Working Group
Title: Cambridge South East Transport
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Date:
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Summary

1. UDC officers have submitted a preliminary response to the Greater Cambridge Partnership's public consultation on transport proposals for the south-east of Cambridge. The response highlights the potential sustainable transport linkages with the proposed North Uttlesford Garden Community to ensure that a co-ordinated approach is taken. In making their submission, officers reserved the right to update the response following consideration by the Planning Policy Working Group.

Recommendations

2. That Planning Policy Working Group considers the preliminary response and advises officers of any desired amendments or additional comments.

Financial Implications

3. There are no financial implications associated with the consultation response.

Background Papers

4. The preliminary response submitted by UDC officers is appended to this report.

Impact

- 5.

Communication/Consultation	The consultation response provides a Council position in a public forum.
Community Safety	N/A
Equalities	N/A
Health and Safety	N/A
Human Rights/Legal Implications	N/A

Sustainability	The topic of the consultation is sustainable transport, and the Council's engagement is intended to maximise the potential for a co-ordinated sustainable transport network across administrative boundaries.
Ward-specific impacts	Littlebury, Chesterford & Wenden Lofts Ashdon
Workforce/Workplace	N/A

Situation

6. The Greater Cambridge Partnership (GCP) has carried out a public consultation on its Cambridge South East Transport (CSET) proposals, which include a segregated public transport route between the Cambridge Biomedical Campus and a new transport hub in one of three alternative locations near the A11/A1307/A505 junctions. New walking, cycling and horse riding links are also proposed.
7. The consultation ran until 4 November 2019, and UDC officers have submitted a preliminary response while reserving the right to update the Council's position following this PPWG meeting. Full details of the consultation can be found at <https://consultcambs.uk/engagementhq.com/CSET-consultation-2019> and a copy of the preliminary response is appended to this report.
8. UDC officers identified the need to engage in the consultation because the emerging CSET proposals could support sustainable transport linkages with the proposed North Uttlesford Garden Community (NUGC). The *Opportunities for Enhanced Sustainable Transit Systems in the North of Uttlesford Study* was submitted as part of the Local Plan Examination and identified the potential for NUGC to link with the CSET proposals. The Council is due to commission further technical studies to inform a business case.
9. The preliminary consultation response aimed at providing overall support for the CSET proposals, while expressing no preference for any of the alternative options. As the NUGC studies are at an early stage, it is not possible to confirm which of the options would be preferred. Nevertheless, it was considered important to highlight the work that we are doing to ensure that a co-ordinated approach is taken between all relevant stakeholders. Indeed, the GCP and various other organisations participate in UDC's Transit Systems Officer Working Group, which is currently involved in finalising the brief for the NUGC study.

Risk Analysis

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Risk	Likelihood	Impact	Mitigating actions
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<p>The Council misses an opportunity to engage in a consultation that is relevant to one of its potential future projects.</p>	<p>1 – A preliminary response has ensured that the opportunity has been taken. The PPWG has the opportunity to update the position.</p>	<p>1 – The GCP is already aware of the emerging NUGC proposals due to its involvement in the Transit Systems Officer Working Group. This public consultation is not the only mechanism to ensure co-operation.</p>	<p>The PPWG has the opportunity to ensure that the consultation response reflects its views.</p>
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1 = Little or no risk or impact

2 = Some risk or impact – action may be necessary.

3 = Significant risk or impact – action required

4 = Near certainty of risk occurring, catastrophic effect or failure of project.