

Bourn Parish Council

Note for the record

Selection of a Transport Consultant to review the local Plan and Transport Strategy.

1. We identified a short-list of four candidates with Madingley Parish Council. We e-mailed each candidate to invite them to submit Eols to do the work. Two declined and two did not respond. See attached e-mails. *(One of those who replied)*
2. I then telephoned Patrick Lanaway, who has explained that he had conflict of interest and this could not do the work but had offered to discuss our requirements with me. I explained these in more detail and he suggested that I contact Mr Karl von Weber, a transport consultant who he had met at an Examination in Public. He had been impressed with Mr von Weber and suggested that he was unlikely to have a conflict of interest because he is based in West Wales.
3. I e-mailed and later spoke to Mr von Weber on 10th May 2014. I was impressed with his understanding of the EIP process and that he had put in the effort to brief himself about the South Cambs Local Plan and the Cambridge and South Cambs Transport Strategy before our call. After discussion at the Parish Council on 15th May we contracted him to do two days' work, on a trial basis. This work was completed and his report was submitted on 25th June 2014. The total cost of the work, including expenses and VAT was £1584.00.


6/7/14
Steve Jones
Councillor
BPC

TRANSPORT CONSULTANT'S BRIEF

AREA – West of Cambridge, UK.

TIMING – Immediate with intermittent inputs from April-September 2014.

CLIENT – A group of parish councils from villages located to the west of Cambridge city.

BACKGROUND

Cambridge City Council and South Cambridgeshire District Council have prepared development plans for their adjoining areas for the period 2016 to 2031. There was considerable co-operation between the two Councils.

In tandem, Cambridgeshire County Council has produced a draft transport strategy covering Cambridge and South Cambridgeshire with long term plans up to 2031. This underpins the two Councils development plans.

GROUP'S VIEWS

The group believes that the corridor from St Neots to Cambridge – the A428 corridor – cannot support the proposed 17,000 new homes planned under the SCDC and Huntingdon DC plan. The group believe that A.428 is already at capacity and means to relieve traffic congestion are required now. Rush hour traffic flows through the villages west of Cambridge would become intolerable

TERMS OF REFERENCE

The Group wishes to appoint a transport consultant to support them in fighting the proposed South Cambridgeshire Local plan and related Transport Strategy for Cambridge and South Cambridgeshire.

The consultant will be required:

1. To review the new draft Transport Strategy for Cambridge and South Cambridgeshire.
2. To provide general comments on the plan
3. To assess whether Cambridgeshire County Council has fulfilled its obligations under the National Planning Policy Framework to consult strategically with all other affected councils;
4. To evaluate the transport models used in formulating the plan, paying special attention to the data used, the assumptions underlying the traffic growth forecasts (e.g., the relationship between new jobs and journeys to work) and the trip generation models and assumptions used;
5. To highlight the shortfalls in the plan on the area to the west of Cambridge and to work with the Group to assess the implications for the viability of the Cambridge City and South Cambridgeshire Local Plans;

6. To suggest how the transport network can be realistically improved to:
 - relieve the road congestion which currently effects the A428 into Cambridge on weekday mornings;
 - minimise any additional traffic through villages, including Madingley, Bourn, Caldecote, Hardwick, Toft, Comberton, Barton, Dry Drayton, Knapwell, Caxton, and Papworth
7. To represent the group at meetings and possibly at the Examination in Public (likely to be held in July).

Since our budget is limited, we will provide volunteers to help collect and analyse the data required to make the case.

SELECTION PROCESS

Step 1: The group invites consultant or consultants to undertake the activities listed above and provide advice over the period May to July 2014. We request all interested consultants to submit an expression of interest outlining their (i) their understanding of the terms of reference; (ii) describing recent experience relevant to this assignment, (iii) the CV of the consultant who will undertake the work, and (iv) giving the consultant's daily rate and likely other chargeable costs and a budget cost for this project.

Step 2: The Group will review the proposals received and wish to interview all short-listed consultants.

Step 3: Finalisation of contract and detailed planning of the assignment.

Step 4: Implementation of the assignment.

EXPRESSIONS OF INTEREST

Expressions of interest should be no more than 4 pages long. They should be submitted to Mr Steve Jones of Bourn Parish Council by e-mail (stevejonessja@aol.com) by 1700 on Tuesday, 29th April 2014.

If you need further information or would like to discuss the assignment, please contact us by e-mail.

Steve Jones
Bourn Parish Council

South Cambridgeshire Housing Allocations
along the A428 Corridor

Review of the Transport Strategy for Cambridge and South Cambridgeshire

June 2014

For and on behalf of
Bourn Parish Council

Project Ref: 2014-203

LvW Highways Ltd
Highway, Traffic & Transport Consultants
Blaenparc
Felingwm Uchaf
Carmarthen
SA32 7PR

Tel: 01267 290769
E-mail: Karl.vonWeber@lvwhighways.com

This page is intentionally blank for double sided printing

CONTENTS

| | | |
|----------|---|----------|
| 1 | INTRODUCTION | 1 |
| | Transport Strategy for Cambridge and South Cambridgeshire (TS)..... | 1 |
| 2 | PROPOSED WAY FORWARD..... | 2 |
| | Highway Authority (Cambridgeshire County Council)..... | 2 |
| | Highways Agency | 2 |
| | Transport Statement..... | 3 |
| | Transport Assessment | 3 |
| | Costing of proposed mitigation works..... | 3 |
| 3 | SUMMARY | 3 |

1 INTRODUCTION

- 1.1 LvW Highways Ltd was approached by Bourn Parish Council on 1st May 2014 via an email. The Parish Council provided some background to the issues of concern, primarily that a group of parishes in South Cambridgeshire have formed a consortium to fight the development of Bourn Airfield and West Cambourne, which has been proposed under the South Cambridgeshire Local Plan.
- 1.2 I responded with a letter dated 7th May 2014 to confirm that LvW Highways Ltd would be interested and available to undertake the tasks outlined in the Transport Consultant's Brief attached to the original email.
- 1.3 It was agreed in an email dated 8th May 2014 that I had approval for 2 days of initial input work.
- 1.4 The following tasks have been undertaken:
- Undertake background research for on-line documents;
 - Visit Wisbech Library on 10th June 2014 to meet with Cambridgeshire County Council Highways Officer at the Transport Strategy consultation;
 - Attend a client group meeting in Bourn on the evening of 10th June 2014;
 - Undertake a visual review of the highway network in the morning peak hour of 11th June 2014 by driving along the network under consideration;
 - Visit Cambourne and Bourn Airfield for familiarisation;
 - Contact Highways Agency officer;
 - Continue to chase Cambridgeshire County Council Highways Officer for WSP/Atkins Transport Modelling reports; and
 - Produce this summary report of the current work undertaken and what is required going forward.

Transport Strategy for Cambridge and South Cambridgeshire (TS)

- 1.5 Policy 21 of the TS is headed: Planning obligations for Bourn Airfield and West Cambourne and is:-

A comprehensive approach will be used to secure provision of infrastructure and improvements in a timely manner to ensure that accessibility is maintained and that the impacts of developments are mitigated in line with the Strategy approach.

Developers will be expected to make provision for mitigation of the site specific and network impacts of their proposal, and the following interventions are expected to be required (subject to more detailed Transport Assessments agreed with the Highways Authority) to help mitigate and support the development at Bourn Airfield and West Cambourne.

- *Busway between West Cambourne site and the junction of the A1303 / A428.*
- *Segregated bus links between the A428 and the M11.*
- *A1303 / A428 outer Park & Ride capacity.*

- *Direct, segregated high quality pedestrian/cycle links to west Cambridge, Papworth Everard, Highfields, Hardwick, Caxton, Bourn, Caldecote, Comberton, Bar Hill and Dry Drayton.*
- *Any mitigation measures needed at the junctions of the A428 with the A1303 and A1198.*
- *Delivery of funding of any measures required to mitigate the traffic impact of the developments on Bourn, Caldecote, Toft, Comberton and Barton.*
- *A smarter choices package including residential school and workplace travel planning.*

1.6 It will be down to the developer to produce a detailed Transport Assessment that identifies what mitigation works are required (assumably in line with those identified above) and to indicate how they are funded.

2 PROPOSED WAY FORWARD

Highway Authority (Cambridgeshire County Council)

2.1 Typically, a transport model should produce a number of documents such as a 'Report of Surveys', a 'Local Model Validation Report' and a 'Forecasting and Economics Report'. These documents should provide all the details of how the model was developed, how it was calibrated and validated and the assumptions made within the forecasting future year assessments. We will need to get copies of these reports to review the transport model and I have made this request.

2.2 I have spoken with a highway officer and also e-mailed requesting the above information. The response to-date is not reassuring so I will continue to chase for this information and keep the client team informed of progress.

2.3 Assuming that these reports exist, or by obtaining other information describing the traffic modelling work undertaken, we will need to produce a Transport Statement that identifies and summarises the baseline data; the extent of the network considered; the calibration and validation work undertaken; the assumptions made about the location for residential developments; the identified areas of employment; the impact of these areas and what mitigation measures are required.

Highways Agency

2.4 I have also contacted the Highways Agency as, within the planning system, they have an important role to make sure that developments close to or affecting the Strategic Road Network (SRN) the A428, can take place while making sure that it continues to operate safely and efficiently for all road users.

2.5 The officer responsible for development management in Cambridgeshire for the Highways Agency is David Abbott. His contact details are: David Abbott, Asset Manager: Area 8 Highways Agency, Woodlands, Manton Lane, Bedford, MK41 7LW. Tel: +44 (0) 1234 796221, Mobile: + 44 (0) 7771 677 517, email: david.abbott@highways.gsi.gov.uk.

2.6 I propose that I will discuss with the Highways Agency officer what work they have undertaken and what observations they have made on the proposed local plan residential allocations at West Cambourne and Bourn Airfield.

Transport Statement

- 2.7 Once the traffic model information has been made available we can undertake a review and produce a Transport Statement identifying the key elements and key assumptions made relevant to the A428 corridor.
- 2.8 Issues that have been raised relate to, when the baseline data was collected; how the model was calibrated and validated; what are the projected forecasts and assumptions made for the future assessments.
- 2.9 From the information gathered from the Internet, it seems that South Cambridgeshire and Cambridge are promoting a package of measures that predict increased public transport use with a decrease in single occupancy car use.
- 2.10 However, we have yet to see any definitive information as to how these package of measures will be achieved or, what exactly they are, and hence the major concerns being raised about the allocations at West Cambourne and Bourn Airport.

Transport Assessment

- 2.11 It is proposed that we produce a Transport Assessment that reviews the impact of the residential developments. This will be undertaken with the local knowledge about the trip distribution and routing that is most likely to occur if these developments take place.
- 2.12 Local knowledge has also identified significant changes in employment opportunities such as the relocation of Papworth Hospital to the new science Parks South of Cambridge. Significant developments such as this will have an impact on the current distribution of traffic and therefore any future distribution.
- 2.13 A significant omission in the District Council and County Council plans is there are no scheme plans that can be reviewed that show the listed mitigation measures in Policy 21 of the TSCSC (see above). Therefore, there is no guarantee that the schemes can actually be built or even, that the money to build these schemes can be found.
- 2.14 The requirements of a Transport Assessment are set out in the DfT 'Guidance on Transport Assessments' available on-line.

Costing of proposed mitigation works

- 2.15 It was discussed that indicative construction costs for the identified mitigation schemes should be estimated based on publicly available information relating to other similar schemes in the UK.
- 2.16 Therefore, indicative costs could be shown for each of the proposed mitigation schemes and from this a total cost of the works can be estimated.

3 SUMMARY

- 3.1 LVW highways Ltd were appointed in early May to undertake two days of work in relation to the proposed residential allocations at West Cambourne and Bourn Airfield within South Cambridgeshire's Local Development Plan.
- 3.2 These two days have consisted of undertaking background research available on the Internet, meeting with the client team in Bourn and preparing this Transport Strategy report.

- 3.3 At the client meeting, where representatives of the local parishes were present, it was decided that this Transport Strategy report should identify the work undertaken and to suggest a way forward so that others within the local parishes can be made aware of the workload and costs required.
- 3.4 In order to produce a critical assessment of the Transport Strategy and present this at the EIP, I would suggest that the Client will require consultancy support as follows:
- produce a review of the traffic modelling work undertaken for the Transport Strategy, including a critical assessment of the assumptions made by 15/7 (2 days);
 - advise the Client on how to conduct the traffic surveys, planned on selected days in September and to analyse the data (2 days) – by 30/9;
 - prepare a Transport Impact Study for Bourn Airfield and West Cambourne, with supporting Transport Assessment, which would be presented to the EIP (7days) – draft by 15/8; final by 15/9;
 - attend the EIP and possibly make the presentation (2 days).
 - Participate in client meetings by skype and by visiting Bourn (1 day).
- 3.5 These are the main headings for the work required as discussed at our client meeting on Tuesday, 10th June 2014. As the local transport plan and local development plan are at a public consultation stage, the issue of residential developments in West Camborne and on Bourn Airfield are "live" and therefore subject to amendments, the list above and workload may change.