

Statement on behalf of Bourn Parish Council (Representations 59165 and 59159) in response to Inspector's Matters and Issues for Joint Hearing Sessions, Block 1, in November 2014.

This statement is submitted by Bourn Parish Council on behalf of Coalition of Parish Councils, formed to oppose unsustainable major housing developments in the A428 corridor¹. It responds to issues under Matter 5 (Infrastructure/ Monitoring/ Viability).

Matter 5: Issue (a) – Do the Plans clearly identify the essential elements of infrastructure needed to deliver development as proposed?

In our view, the Local Plan does not take adequate account of key elements of infrastructure needed to deliver the development as proposed.

The proposed housing developments in the A428 corridor, for example, are not viable in the absence of an all-ways interchange at Girton/Madingley, enabling A428 eastbound traffic to turn right onto the M11 to access the planned major centres of employment growth south of the City of Cambridge.

At the moment, the main way to get from the A428 to the M11 is by driving down the A1303 (Madingley Hill). This is currently gridlocked every morning and evening during peak periods, with cars taking – on average - 30-45 minutes to get from the A428 down the A1303 to the M11 during rush hours². Because of this, large numbers of drivers leave the A428 and travel south through the villages of Bourn, Toft, Comberton, Hardwick, Coton and Barton to reach the M11. There are also increasingly long tail-backs through Barton village (on the A603 and B1046).

SCDC expects most of the employment growth in South Cambridgeshire to take place in the bio-technology clusters south of Cambridge. If the extra 9,000 houses planned for St Neots (in Huntingdon District Council), West Cambourne and Bourn Airfield are built, the thousands of extra cars wanting to reach the M11, each morning, will have to use small village roads to reach the M11. This will lead to development of further bottlenecks on these roads and make life in the villages intolerable.

The only solution to this problem would be to build an all-ways interchange at the A428/M11 junction, so that A428 corridor drivers do not need to use Madingley Hill or village roads to reach the M11 and their places of work. **This proposal is conspicuously missing from the Local Plan** and from the Highways Agency's A14 plans and from the Local Plan. **We this consider the Local Plan to be unsound.**

We consulted the Highways Agency on this issue. It has not decided yet whether to include the Girton/Madingley all-ways interchange in its next round of route planning studies (2015-2020). Under the most optimistic scenario, even if this is done, and the scheme is found to be cost effective, the earliest that it could be operational would be the late 2020s.

¹ The **Coalition of Parish Councils** comprises: Arrington, Bourn, Caldecote, Cambourne, Caxton, Croxton, Elsworth, Eltisley, Eversdens, Hardwick, Knapwell, Longstowe, Madingley, Toft parish councils.

² The Coalition of Parish Councils has recently surveyed traffic in the area. We will submit a summary of our findings to the EIP hearings in early 2015.

Although the LTP plans busways down Madingley Hill, this would only be of use to A428 corridor residents working in the centre of Cambridge. They would be of no use to commuters working in the science and research parks north and south of Cambridge.

Another area of concern, which could affect the viability of proposed developments in the A428 corridor is the new A14/M11/A428 junction. Under the Highways Agency's plans, the A428 would be reduced from the current two lanes to one lane³ to take it round the new junction before joining the A14 eastbound (to the science and research parks north of Cambridge). It is highly likely that this also would become seriously congested in peak hours.

³ The proposal is for a two-lane 'hatched' road round the new junction, on which the traffic would be reduced to one lane by cross-hatching on the road, to serve as a hard shoulder.