

North Area Committee: Thursday 18 December 2014.

Feedback on Cambridge Northern Fringe East Area Action Plan (CNFE AAP) Issues and Options Report. (Comments with an asterisk * after them will be noted in relation to consideration for possible future allocation of S106 funding in the Northern Area Corridor.)

Table 1

Could the waste site could be moved.

Questioned how much land the station would take up.

Table 2

Transport Area Plan

Transport anxiety.

An increase in traffic to the area would have an impact on the crossing at Fen Road which will become dangerous. Improvements must be made.*

Pedestrian Crossing at level crossing priority for section 106 and Community Infrastructure Levy (CIL) moving forward.*

Improvements would also be required to the Chisholm Trail bridge.*

North East Fringe

Residents required more information upfront.

Queried how many houses would be built.

Job creation should be a priority.

Expressed anxieties for parking and vehicle access

Over complicated junctions.

Number of trains important for determining extent of development.

Table 3

Where is the long list?*

Discussion regarding assessing how the value for money works?*

Direct line from Jane Coston bridge to Tesco

A lot of people travel over the Jane Coston bridge.

Why are we commenting on these items?

Is the Chisholm Trail bridge in the right place?*

Table 4

Would the car parking at the station be used as a residential overspill?

Prevent local streets being used by commuters – enlarge the car park.

Extensive transport links to the new station required, guided bus, park and ride.

Look at the balance between residential build and businesses – need to create jobs but people need to live.

Currently employment lead.

Build houses here and business in Wisbech, edge of City, height of the buildings should be taken into consideration.

Relocate the sewage works.

The impact on transport needs to be addressed, not enough consideration of the impact of transport in the immediate area,

Table 5

Four issues were raised:

1. Cycling, transport, parking and associated matters;
2. Implementation - must there be a 'set' plan or can the development go ahead in stages;
3. Industry/residential balance;
4. Naming the station.

1. Cycling, transport, parking and associated matters

- (a) Milton Road is already heavily patronised with traffic – raising concerns as to the implementation of the plan (in any of its

options) and the need for attention to be paid to existing and increased traffic flow.

(b) Access from the east/across the river to the new station – attention must be paid to the need to ensure that residents can access the station from across the river/eastern areas and that station arrivals are able to access Cambridge areas across the river/eastern areas.

(c) Concerns re the proposed station:

- (i) 450 parking spaces seems insufficient: what consideration is being given to a multi-story car park, as residents anticipate an overflow into residential streets with displacement parking clogging residential streets and adding to pollution, environmental and safety hazards and increased discomfort through traffic and parking issues;
- (ii) 1000 spaces for cycle-parking is insufficient and should be doubled (2000 spaces) in the plan from the outset.

(d) Cycleways/paths need to be improved for proper access to and from the development - *

- (i) Cyclists will not follow the Milton Road route only – and here improvements to signage and street/road markings for cyclists are imperative as dual cyclist/pedestrian markings are unclear/have deteriorated and require upgrading;
- (ii) The cycle-path/cycleway via Arbury school route through Mere Way into Carlton Way ends at Montague Road and this needs to be made clear through signage and road/pavement markings as cyclists tend to use the footpath rather than transferring to the road on the way to Stretten Avenue;

Is funding included in the plan for cycle routes accessing the City Centre and Station from the A14? Such inclusion is vital.

2. Implementation - must there be a 'set' plan or can the development go ahead in stages

Progression from Option 1 through to Option 4 could be affected if there is no immediate alternative site for the Water Recycling Centre (which appears to be the case).

3. Industry/residential balance

This appears to be positive, with green space for residents which is vital.

4. Naming the station

Some members favoured 'Cambridge North' as the name whilst the suggestion of 'Stephen Hawking' was raised as it has been floated in the press.