

Examination into the Soundness of the
Cambridge Local Plan and
South Cambridgeshire Local Plan

Matter 7 - Transport

Joint Matter Statement by
Cambridge City Council and
South Cambridgeshire District Council

January 2015

Contents	Page
List of Abbreviations	3
Introduction	4
Matter 7a Strategic Transport Issues	4
Matter 7a i: Are all essential transport schemes/improvements identified in the Plans and is it clear how they will be delivered?	6
Matter 7a ii: Do the Plans adequately reflect the Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)?	10
Matter 7a iii: Does the Transport evidence base, including, comply with paragraphs 54-001-20141010 to 54-011-20141010 of Planning Practice Guidance?	12
Matter 7a iv: Will the Plans encourage the use of sustainable modes of transport?	13
Matter 7b Cambridge City Council	17
Matter 7bi. Do Policy 82 and the standards set out in Appendix L take account of the factors listed in paragraph 39 of the Framework, and are they adequately justified by the evidence base?	17
Matter 7bii: Is there sufficient flexibility to allow for site specific and/or use specific circumstances to be taken into account?	17
Matter 7biii: Do the Policy and Standards pay sufficient attention to the promotion of cycling as a sustainable mode of transport? Is the indicative route of the Chisholm Trail appropriate and is it achievable?	18
Matter 7c South Cambridgeshire District Council	20
Matter 7ci. Figure 12 refers to the standards as indicative, and paragraph 2 of the Policy identifies factors to be taken into account in considering car parking provision, but paragraph 1 of the Policy appears to require standards to be provided. Is it clear what is intended and if not should the wording be amended to ensure it is effective?	20
Matter 7cii: Do the Policy and standards take account of the factors listed in paragraph 39 of the Framework, and are they justified by the evidence base?	20

Appendices

Appendix 1: List of Reference Documents	23
Appendix 2: How Transport Issues Were Considered During Plan Making	27
Appendix 3: Summary of Transport Policies & Transport Infrastructure Required by Policies in the Local Plans	36
Appendix 4: Further information on the Greater Cambridge City Deal including investment in Transport Infrastructure	47
Appendix 5: Review of contribution of Local Plans towards Transport Plan objectives	51
Appendix 6: Compliance with NPPG on Transport Evidence for Local Plans	67
Appendix 7: Compliance of Policy 82 and Appendix L of the Cambridge Local Plan with NPPF Paragraph 39	88
Appendix 8: Update on the Chisholm Trail	94
Appendix 9: Appendix L- Proposed Main Modifications to the Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010)	97
Appendix 10: Compliance of Policy TI/3 and Figure 12 of the South Cambridgeshire Local Plan with NPPF Paragraph 39	101
Appendix 11: A428 Modelling – Additional Sensitivity Testing	104

List of Abbreviations

CIL	Community Infrastructure Levy
CPZ	Controlled Parking Zone
IDS	Infrastructure Delivery Study
LTP	Local Transport Plan
LTTS	Long Term Transport Strategy
NPPF	National Planning Policy Framework
NPPG	National Planning Practice Guidance
SA	Sustainability Appraisal
S106	Section 106 agreements or planning obligations
SHLAA	Strategic Housing Land Availability Assessment
TSCSC	Transport Strategy for Cambridge and South Cambridgeshire

Introduction

1. This statement sets out both Councils' response in relation to the Inspector's Matter 7 regarding transport.
2. All the documents referred to in this statement are listed in Appendix 1; and examination document reference numbers are used throughout for convenience.

Matter 7a: Overview of the Councils' Position

3. The sustainable development strategy of the Local Plans, as well as the plans as a whole, were fully informed by transport and accessibility considerations. Like the rest of the Plans, an iterative process took place, building up the level of detail in respect of transport and accessibility considerations as the plan making process progressed. This provided a robust and proportionate evidence base, as part of the wider consideration of social, economic and environmental issues, appropriate to each stage of plan making. This includes a Sustainable Development Strategy Review¹, Inner Green Belt Study² and SHLAAs³, which themselves informed comprehensive Sustainability Appraisals⁴ as an iterative process throughout plan-making.
4. Appendix 2 to this statement provides an overview of how transport and accessibility was considered during plan making, and how transport planning of the County Council was undertaken in parallel.
5. The Local Plans were prepared in close cooperation with Cambridgeshire County Council. The LTP is a statutory plan addressing transport matters, produced by the Local Highways Authority. Following the adoption of the third Local Transport Plan (LTP3) in 2011⁵ by the County Council, and in order to help the Councils plan for sustainable growth, it was decided to prepare a Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) in parallel with the Local Plans, which would form a daughter document to an updated Local Transport Plan which would reflect and support the implementation of its proposals. A joint group comprising Members of the three Councils, the Joint Strategic Transport and Spatial Planning Group, was established as part of the duty to cooperate to guide the integrated process ahead of formal decisions by the individual Councils on their respective plans.
6. Decisions on the location of development were made having regard to transport impacts and opportunities. From the early stages of plan making, site based transport evidence was gathered through the Councils' respective Strategic Housing Land Availability Assessments (SHLAA)⁶ and Sustainability Appraisals.

¹ RD/Strat/040

² RD/Strat/210

³ RD/Strat/120, RD/Strat/130 & 140

⁴ RD/Sub/SC/060, RD/Sub/C/030 & 040

⁵ Cambridgeshire Local Transport Plan 3 - 2011-2026 (March 2011) (RD/T/090)

⁶ South Cambridgeshire Strategic Housing Land Availability Assessment (SHLAA) (RD/Strat/120); Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) - Update 2013 (RD/Strat/140)

7. The Plans are supported by modelling using the Cambridge Sub-Regional Model (CSRM)⁷. Transport Modelling was carried out to investigate the transport implications of a range of strategies and development options, as well as the preferred development strategy. Moreover, modelling was used to tailor a package of transport mitigation measures to maximise benefits and ensure a sustainable strategy.
8. The resulting development strategy focuses development in and on the edge of Cambridge, to the extent compatible with Green Belt purposes (see Matter 6), and then in several new settlements, focused on key radial routes into Cambridge and bringing with them significant improvements to deliver high quality public transport access into Cambridge, connecting with key destinations. This approach also brings significant improvements to existing settlements along these corridors, both within and beyond the Greater Cambridge area; It is often the case that these corridors currently experience significant congestion problems which would be addressed by the transport improvements delivered through the development strategy.
9. Following consultation alongside the Local Plans⁸, the TSCSC was adopted in March 2014⁹. LTP3 was also refreshed and updated, in line with requirements to keep it up to date with National policy context as well as new and emerging transport and planning strategies. The refreshed LTP3 was adopted by the County Council in November 2014¹⁰, along with the Long Term Transport Strategy¹¹, which reflect the strategy and schemes in the TSCSC.
10. The Local Plans identify transport infrastructure needed to deliver the developments allocated, consistent with the TSCSC. The TSCSC includes an action plan identifying funding sources and identifying when infrastructure is anticipated to be delivered. This will be maintained as a live document, as the detail of schemes progresses towards completion (including through City Deal prioritisation). Transport infrastructure is also identified in the Infrastructure Delivery Study¹² which accompanies the Local Plans.
11. Infrastructure will be funded through a combination of public and private funding. The City Deal for Greater Cambridge¹³ will make a significant contribution, and provide added certainty regarding commitment to delivery. Funding and delivery of infrastructure is being prioritised at the first formal meeting of the City Deal Executive Board on 28 January 2015 in order to support delivery of the anticipated trajectories.
12. The transport plans and the local plans in combination provide a robust strategy for delivering sustainable transport infrastructure for Greater Cambridge.

⁷ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

⁸ Issues for a New Transport Strategy for Cambridge and South Cambridgeshire (July 2012) (RD/T/100); Draft Transport Strategy for Cambridge and South Cambridgeshire (July 2013) (RD/T/110)

⁹ Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (TSCSC) (adopted March 2014) (RD/T/120)

¹⁰ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)

¹¹ Cambridgeshire Long Term Transport Strategy (LTTS) Adopted November 2014 (RD/T/095)

¹² Cambridge City and South Cambridgeshire Infrastructure Delivery Study Update (August 2013) (RD/T/020)

¹³ Greater Cambridge City Deal (RD/Strat/300)

Matter 7a i: Are all essential transport schemes / improvements identified in the Plans and is it clear how they will be delivered?

Identification of essential transport schemes

13. The Local Plans identify where strategic infrastructure is needed to support the delivery of its development proposals. No developments within Cambridge are reliant on specific large-scale transport infrastructure, but more modest alterations to the local transport network. A summary of transport policies and requirements in the two plans is provided in Appendix 3 of this statement.
14. Infrastructure identified to deliver the major development proposals contained in the Local Plans is identified in the TSCSC, along with a wider package of improvements for the area to address other known and forecast issues. The Action Plan for the TSCSC, which is a live document and will be regularly updated as schemes progress towards delivery, lists the schemes and proposals for each major transport corridor and also for Cambridge.¹⁴ The requirements for transport infrastructure delivery associated with the major developments which are set out in the Local Plans are consistent with the TSCSC.
15. The submitted South Cambridgeshire Local Plan identifies a number of significant transport measures required to deliver the new settlements at Waterbeach and Bourn Airfield and the major extension to Cambourne. Policy SS/5 Waterbeach New Town and Policy SS/6 Bourn Airfield¹⁵ preface transport requirements with '*The Area Action Plan will establish a policy framework for the site, and will address issues and requirements including*'. The Councils consider that it is clear that the transport infrastructure items listed are policy requirements to be met by the new settlements, which will need to be reflected in the AAPs. This was questioned by parties at the Matter 5 hearing. If the inspector considers this is not clear, South Cambridgeshire District Council would not object to a modification to provide any further clarification which is required.
16. It should be noted that the major transport infrastructure, such as public transport and cycling improvements of transport corridors into Cambridge, also play a wider role in serving the Greater Cambridge area, and major development proposals in the Local Plans are not the sole purpose of many of the improvements. It is intended that the developments will make an appropriate contribution towards the funding of the schemes identified in the relevant Local Plan policies, via section 106 or CIL. Other sources of funding, as described in the next section of this statement, will also be used to enable delivery.

¹⁴ Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (adopted March 2014) (RD/T/120)

¹⁵ Proposed Submission South Cambridgeshire Local Plan Policy SS/5 Waterbeach New Town (paragraph 6) and Policy SS/6 Bourn Airfield (paragraph 6)

17. CEG raised an issue at hearing session on Matter 5 suggesting that some essential infrastructure is not referenced in the Local Plan but was included in the modelling to test the development strategy¹⁶, specifically A428 Caxton to Black Cat improvements.
18. The Inspector wished to understand whether including a scheme not required as part of the Local Plan proposals and not committed might have led to a decision on the development strategy that was not sound. The Councils, together with the County Council, advised the Inspector that the A428 Caxton to Black Cat improvements are not considered essential to the delivery the development strategy. It was included in stages 2 and 3 model runs because it formed part of the wider emerging transport strategy. However, it is considered that improvements to the A428 to the west of the Bourn Airfield and Cambourne West proposals are not required to make the developments acceptable and the scheme was therefore not included in the Local Plan policies allocating the sites.
19. For completeness, the County Council has carried out sensitivity testing on CSRM modelling for the Local Plans, to test the situation if Caxton to Black Cat improvements were not included. This shows minimal impacts on the major development proposals in the Local Plans, supporting the Councils' position as explained at the Matter 5 hearing (see Appendix 11). As a result the major development proposals and the strategy as a whole in the Local Plans do not require and is not contingent on the delivery of the Caxton to Black Cat improvements.
20. In any event, subsequent to the Matter 5 hearing, the Government has announced funding for the A428 Black Cat to Caxton dualling scheme, and anticipates delivery late in the period 2015 to 2020¹⁷.

Delivery of Required Transport Schemes

21. Major infrastructure schemes which have been identified will be funded by a combination of public and private funding. Major developments will make a significant contribution to transport schemes, but are not expected to be able to fund all the significant measures identified on the transport corridors in order to deliver the high quality public transport and cycling measures proposed. As addressed in the Councils' statement to Main Matter 5, the joint Infrastructure Delivery Study (IDS)¹⁸ and its 2013 Update¹⁹ highlight a funding gap between known and committed funding and the cost of infrastructure. This is not unusual in the context of a long term and strategic plan

¹⁶ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) Appendix B

¹⁷ Road Investment Strategy: Investment Plan - Department for Transport (December 2014) (RD/T/290) (Page 43)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/382813/dft-ris-road-investment-strategy.pdf Road investment strategy plans: summary of assumptions - Department for Transport (December 2014) (RD/T/291) - (page 8)

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/381496/roads-investment-strategy-summary-of-schemes.pdf

¹⁸ Cambridge City and South Cambridgeshire Infrastructure Delivery Study (August 2012)(RD/T/010)

¹⁹ Cambridge City and South Cambridgeshire Infrastructure Delivery Study Update (August 2013) (RD/T/020)

and because the IDS includes schemes needed to deliver all identified infrastructure requirements for the area, arising from both existing and planned developments.

22. The strategy included in the Local Plans has been challenged as being expensive compared with large Green Belt releases on the edge of Cambridge. It would be wrong to assume that edge of Cambridge sites would be a cheap option. Transport Assessments submitted with alternative site promoters' statements highlight low cost options, such as minor junction improvements. However, they would be placing potentially very large developments, generating large numbers of vehicle movements, at a specific point in the City transport network and there are in particular existing congestion issues on all the radials into Cambridge. Comparisons may be made with permitted development on the southern fringe, where significant transport improvements were needed to enable development. This included the new Addenbrooke's Access Road at a cost of £25.5m and the construction of the southern section of the Guided Bus which cost £40m. It would also be wrong to assume that edge of Cambridge sites are equally accessible to all key destinations.
23. As considered at Matter 5, since the submission of the Local Plans and the adoption of the TSCSC, the Councils and partner organisations agreed a City Deal for Greater Cambridge²⁰ with the Government in June 2014, securing up to £500 million with the aim of enabling continued growth in the successful Cambridge area by investing in infrastructure, housing and skills. This provides a significant funding boost, and added certainty regarding commitment to delivery. The City Deal is a major programme, with the objective to transform transport and connectivity in the area. Appendix 4 to this statement provides further information on the City Deal and which provides a summary of the current position in terms of the City Deal. Appendix 4 includes an update on the governance arrangements, trigger points for future phases, and prioritisation of spending for the first five years.
24. The Government and City Deal partners are committed to the success of the City Deal and see this arrangement as a key mechanism to deliver strong economic growth in the Greater Cambridge area. There is an expectation that from 2020/21 Greater Cambridge will receive £40 million a year for 10 years, although this is subject to two separate assessments in 2019 and 2024. The City Deal partners are in discussions with Government to agree the triggers for release of phase 2 monies, which are due to be completed by the end of January 2015. There is recognition that Government will want to see an assessment of the economic benefits of schemes and it is anticipated that this will be a primary focus of these triggers. In the short term it is generally recognised that economic benefits will not be sufficiently crystallised so as to be demonstrable, so it is likely that the 2019 assessment will be based on delivery of schemes to budget and to timetable together, with some core assessment of scheme deliverables such as patronage. There is an in principle agreement with Government that there will be a proportionate award of grant in the event that triggers were not fully met, so if say 70% of the triggers were met then 70% of the grant would be payable,

²⁰ City Deal for Greater Cambridge (RD/Strat/300)

for example. If agreed, this will give added certainty of funding beyond the first phase. An update will be provided as soon as possible.

25. There are other sources of funding which will support delivery of infrastructure alongside the City Deal²¹, including:
- Local contributions being earmarked for City Deal - in particular the commitment from all three Councils to pool a proportion (to include 40% for 2015/16, 50% thereafter) of New Homes Bonus, which equates to over £7 million per annum, plus an allocation by Cambridge University of £30m for affordable housing.
 - Private sector / developer funding – contributions / Section 106 (to mitigate impacts) or Community Infrastructure Levy funding towards the non site specific infrastructure necessary to support growth.
 - Other sources such as Funding Bids from Growth Deal / Cycle City ambition funding where available.
 - Other Grant funding where available such as New Homes Bonus / Integrated Transport Block funding.
26. Transport schemes to be funded through the City Deal have already been identified using the Department for Transport's Early Sifting and Assessment Tool (EAST), in line with the Assurance Framework that has been agreed with Government²². Further work on the resulting list of schemes has been undertaken to identify proposed transport funding priorities for the first 5-year period and initial £100 million. These will be considered by the City Deal Executive Board on 28 January 2015, following consideration by the Assembly on 12 January 2015²³. The first phase of funding is likely to focus on schemes which deliver economic benefits and which can be brought forward early, including a number of projects that will support development schemes anticipated for delivery in the early plan period.
27. The IDS identifies a number of transport infrastructure related to major new developments as critical, and therefore needed to support the delivery trajectory²⁴. The specific phasing of transport schemes relative to delivery of development will need to be considered through more detailed work, including City Deal Corridor Studies, and Planning Application Transport Assessments. It is not the case that all infrastructure is needed before the commencement of any development. Whilst the Local Plans do not specifically set trigger points for the transport infrastructure identified in the major development policies, the Councils have a broad understanding of when they are needed, and this is reflected in the TSCSC, the LTTS²⁵ and the emerging City Deal

²¹ See 2015-20 prioritised infrastructure investment programme Report Paragraphs 41 to 49 - Papers for Greater Cambridge City Deal Joint Assembly meeting, Monday 12th January 2015 (RD/CR/142) -

²² Reported to Report - South Cambridgeshire Cabinet 16 October 2014 Greater Cambridge City Deal Scheme Prioritisation (RD/CR/141) <http://scambs.moderngov.co.uk/ie/ListDocuments.aspx?CId=293&MId=6407&Ver=4>

²³ See 2015-20 prioritised infrastructure investment programme Report - Table 1 Priorised City Deal Programme (on Page 5) - Papers for Greater Cambridge City Deal Joint Assembly meeting, Monday 12th January 2015 (RD/CR/142)

²⁴ Cambridge and South Cambridgeshire Infrastructure Delivery Study 2012 (RD/T/010) paragraph 9.2.6

²⁵ Cambridgeshire Long Term Transport Strategy (RD/T/095) Figure 4.3 provides the most up to date indicative costs and the delivery timescale.

investment prioritisation²⁶. In the case of the new settlements, this will be refined through the proposed Area Action Plans.

28. The delivery process for major infrastructure is robust, and the progression from outline to detailed schemes is proportionate and appropriate. There will be a process of detailed scheme development, as indicated in the TSCSC Action Plan²⁷, from options identification, business case work, design statutory processes, through to procurement and construction. This is a standard process for the delivery of major transport schemes. A range of detailed corridor studies are already underway. There are a range of suitable options for all major transport schemes, including for a dedicated public transport route in the Madingley Hill area of the A428 corridor. The Councils have a good track record of joint working and coordinating delivery of transport infrastructure, including with other agencies. The Addenbrookes Access Road, Cambridgeshire Guided Bus and Papworth Bypass are examples of this from recent years.
29. Specific issues were raised in representations questioning the delivery of the A14 improvement scheme. The A14 improvements are needed to support delivery at Northstowe beyond 1,500 dwellings. The Highways Agency is working towards completion in 2019. The DCO process has been subject to minor delays, but has now been submitted to PINS, and is still on track for this timetable.

Matter 7a ii: Do the Plans adequately reflect the Local Transport Plan (LTP) and the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)?

30. The third Local Transport Plan (LTP3) is a statutory document which sets out the County Council's overarching transport objectives, policies and strategy. It was recently refreshed and updated, and following consultation and Strategic Environmental Assessment²⁸ was adopted in November 2014²⁹. The TSCSC³⁰ and the Long Term Transport Strategy (LTTs)³¹ come under the umbrella of the LTP, take forward the aims, objectives and strategy detailed in the LTP and turn them into more local strategies, with action plans attached to begin to set out scheme specific details.
31. The TSCSC was developed alongside the local plans to ensure an integrated approach to developing strategies for sustainable growth, supported by sustainable transport measures. It provides a detailed policy framework and programme of

²⁶ For example, the City Deal Prioritisation Report proposes early delivery of schemes to support development on the A428 corridor - See 2015-20 prioritised infrastructure investment programme Report - Table 1 Priorised City Deal Programme (on Page 5) - Papers for Greater Cambridge City Deal Joint Assembly meeting, Monday 12th January 2015 (RD/CR/142)

²⁷ Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (TSCSC) (adopted March 2014) (RD/T/120) Page A2

²⁸ LTP3 Strategic Environmental Assessment, Environmental Report Habitats Regulations screening (RD/T/094)

²⁹ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)

³⁰ Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (TSCSC) (adopted March 2014) (RD/T/120)

³¹ Cambridgeshire Long Term Transport Strategy (LTTs) Adopted November 2014 (RD/T/095)

transport schemes for the area, and supports the strategy of the Cambridge and South Cambridgeshire Local Plans.³²

32. Some representors consider that transport infrastructure was simply retrofitted to the development strategy. This is not the case. Transport was a key issue for the preparation of the Local Plans, hence why the key decision was taken early to work in close partnership with the Local Transport Authority to develop a sustainable strategy. The TSCSC was prepared in parallel with the Local Plans and overseen by the Joint Strategy Transport and Spatial Planning Member Group. This included consultation on the TSCSC alongside the Local Plan issues and options in 2012³³, and the draft TSCSC and draft local plans were developed together as part of an integrated process in 2013 and published at the same time³⁴. Appendix 2 provides the timeline of its preparation, alongside the timeline for the preparation of the Local Plans.
33. Decisions on the location of development were made having regard to transport impacts and opportunities. Transport modelling, using the Cambridge Sub-Regional Model (CSRM), an integrated multi-modal land use and transportation model, was carried out in three phases. The first phase considered seven different scenarios, with different levels of development focused at different stages in the development sequence, adding combinations of sites onto the baseline transport situation³⁵. This included two levels of development of sites on the edge of Cambridge. As decisions were made through the plan making process, choices were narrowed. The second phase of modelling focused on identified new settlement options and more dispersed village development, considering transport infrastructure to support the different approaches, along with a wider package of measures being prepared for the TSCSC³⁶. As the development strategy was being determined, a third phase of modelling was carried out to refine the package of transport measures, and to support the emerging package of developments and maximise benefits³⁷. This provided a proportionate approach to testing the transport and accessibility implications of different strategy options at each stage of plan making.
34. Appendix 5 of this statement identifies the objectives and key policies of each of the transport plans, and demonstrates how the Local Plans contribute to the achievement of these. The Local Plans reflect the objectives of the LTP and the TSCSC, in particular seeking to create sustainable communities and support sustainable modes of travel.

³² Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (TSCSC) (adopted March 2014) (RD/T/120) Chapter 2

³³ Issues for a New Transport Strategy for Cambridge and South Cambridgeshire (July 2012) (RD/T/100)

³⁴ Draft Transport Strategy for Cambridge And South Cambridgeshire (July 2013) (RD/T/110)

³⁵ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) section 2.1 (page 3)

³⁶ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) section 2.3 (page 4)

³⁷ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) section 2.4 (page 6)

Matter 7a iii. Does the Transport evidence base, including, comply with paragraphs 54-001-20141010 to 54-011-20141010 of Planning Practice Guidance?

35. This section of the National Planning Practice Guidance (RD/NP/020) was published in October 2014. It was published after the Local Plans were submitted, but nevertheless the Councils consider that the plans were prepared following a process which reflects this recently published guidance. The Councils have prepared an appendix to this statement (Appendix 6), examining each paragraph of the NPPG, and identifying how the Local Plans, supported by the TSCSC, the modelling report and other evidence, reflect the new guidance.
36. In summary, the Councils have taken a robust, thorough and proportionate approach to transport and the Local Plans. The Councils have worked closely with a range of stakeholders and particularly the Local Transport Authority (Cambridgeshire County Council) to develop a strategy that deliver sustainable transport infrastructure. Existing baseline situation, existing infrastructure and transport problems were fully considered when preparing the TSCSC and the Local Plans.
37. Local plans and the TSCSC are supported by transport modelling using the Cambridge Sub Regional Model (CSRM) as described above.
38. From the early stages of plan making, site based transport and accessibility evidence was gathered through the Councils' respective Strategic Housing Land Availability Assessments (SHLAA)³⁸ and Technical Documents³⁹. This included consideration of safe access, impacts on the road network, opportunities for travel by sustainable modes, and potential infrastructure requirements and opportunities, in consultation with the County Council and the Highways Agency. Sustainability Appraisals drew on the SHLAA and technical document information, and also compared the relative transport merits of sites, including distance to centres, public transport, and cycling. The process helped to inform the identification of site options, and rejected options. These documents were published at each stage of the plan making process, including the issues and options consultations⁴⁰.

³⁸ South Cambridgeshire Strategic Housing Land Availability Assessment (SHLAA) (RD/Strat/120); Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) - Update 2013 (RD/Strat/140)

³⁹ Cambridge Local Plan Towards 2031, South Cambridgeshire Local Plan – Issues and Options 2: Part 1 – Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge – Technical Background Document Part 1 (RD/LP/170); Cambridge Local Plan – Towards 2031 Technical Background Document – Part 2 (RD/LP/260); and Cambridge Local Plan – Towards 2031 Technical Background Document – Part 2 Supplement 2013, Cambridge City Council (RD/LP/310).

⁴⁰ SHLAA information: South Cambridgeshire Strategic Housing Land Availability Assessment (SHLAA) (RD/Strat/120); Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) – 2012 (RD/Strat/130) and Update 2013 (RD/Strat/140); Sustainability Appraisals: South Cambridgeshire District Council Initial Sustainability Appraisal Report to accompany Local Plan Issues & Options Report July 2012 (RD/LP/040); South Cambridgeshire District Council Supplementary Initial Sustainability Appraisal to accompany Local Plan Issues & Options 2 Report (Part 2) Jan 2013 (RD/LP/060); Cambridge Local Plan Towards 2031, South Cambridgeshire Local Plan – Issues and Options 2: Part 1 – Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge – Technical Background Document Part 1 Jan 2013); South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report March 2014 (RD/Sub/SC/60); Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan - SA Report - Appraisal of the Cambridge Local Plan 2014 - Proposed Submission (RD/LP/290)

39. The TSCSC and LTTS take account of the wider travel to work area of Cambridge and South Cambridgeshire, looking at travel to/from the surrounding market towns in the area including Ely (in East Cambridgeshire), Newmarket and Haverhill (in Suffolk) Royston (in Hertfordshire) and St Neots, Godmanchester and Huntingdon (in Huntingdonshire). The existing baseline situation, existing infrastructure and transport problems were fully considered when preparing the TSCSC and the Local Plans.
40. As the guidance suggests, an iterative process was taken to the Local Plans and the evidence base, considering a range of development scenarios and allocations prior to publication of the Proposed Submission Plans. Evidence available was proportionate at each stage of the process. The transport infrastructure to support the development strategy was refined and became more detailed though later stages of the plan making process (reflecting NPPG para 004). It would be disproportionate to prepare fully worked up and costed mitigation packages for rejected options as some representors suggest.
41. A number of representors consider that the Local Plans do not reflect the NPPF, particularly paragraph 17 which seeks to make the fullest possible use of sustainable modes. This does not take account of NPPF paragraph 6, which identifies that the full range of NPPF policies taken as a whole should identify what constitutes sustainable development. The Councils have considered a range of factors when preparing the development strategy. Transport is an important factor, but must be weighed against other issues, in particular Green Belt, as addressed at Matter 2: Strategy and Matter 6: Green Belt. The Local Plans supported by the TSCSC do, however, identify considerable opportunities for a shift towards sustainable transport usage where reasonable to do so (see below). The strategy will provide significant benefits to travel by sustainable modes, but not at all costs.

Matter 7a iv: Will the Plans encourage the use of sustainable modes of transport?

42. There is a synergy between the County Council's transport plans and the Local Plans. Both deliver a development strategy which will encourage the use of sustainable modes of transport.
43. Over half (55%) the planned growth takes place in and on the edge of Cambridge, closest to the highest concentrations of jobs and services. Around 30% of the remaining development is at existing and planned new settlements and enables new sustainable transport infrastructure to be focused on particular transport corridors. Planned infrastructure improvements will support travel by non-car modes that will bring wider travel benefits to other settlements along these key corridors. Limited development is focused on the rural area at the larger, more sustainable villages. It is a misrepresentation to describe the plans as including a dispersed development strategy.
44. Enhancement to transport corridors will deliver a network of High Quality Passenger Transport (HQPT), delivering higher frequency services with faster and more reliable

journey times. New infrastructure will enable buses to access Cambridge whilst avoiding delays in car traffic. There will be an enhanced network of park and ride services⁴¹, and segregated cycleways. The impact of high quality infrastructure has been demonstrated by the Guided Busway between Cambridge and Huntingdon, which opened in 2011 after some years of often negative publicity only to exceed its usage targets even before the construction of Northstowe.

45. The TSCSC also proposes improvements to the existing network within Cambridge and in particular the capacity for movement by non-car modes. Road space will be reallocated to buses, cyclists and pedestrians in many areas of the city. Orbital bus movements will also be prioritised. There will be enhancements to the cycling network including the Chisholm Trail. These improvements will help people move around Cambridge improving journeys for people accessing key centres, services and employment areas, including through delivery and improvement of interchange facilities, where people change their mode of travel or take a different service.
46. The Transport Modelling Report identifies a significant shift in modes that will be enabled by the package of identified transport measures, particularly identifying that additional trips with new settlements strategy enable over 5% higher mode share by public transport compared with additional corresponding trips associated with a village focused strategy⁴².
47. A number of representors claim the benefits of sites on the edge of Cambridge for transport have been ignored. NPPF paragraph 84 requires local planning authorities reviewing Green Belt boundaries to take account of the need to promote sustainable patterns of development, and the consequences of channelling development outside the Green Belt. The Councils are aware of the proximity benefits of development on the edge of Cambridge. This has been acknowledged throughout the plan making process. In particular, the urban area of Cambridge followed by the edge of Cambridge, are at the top of the development sequence, reflected in Policy S/6 of the South Cambridgeshire Local Plan.
48. NPPF paragraph 30 requires Local Planning Authorities to support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport. However, as recognised in government guidance including the wider NPPF, a range of economic, social and environmental issues must be considered through plan making. It does not require transport to be maximised above all other considerations. The development strategy supported by the LTP / TSCSC offers significant benefits in terms of delivering sustainable travel both for planned and existing development. This was taken into account in deciding that exceptional circumstances to review the Green Belt to develop land where there would be significant harm to the purposes of the Green Belt do not exist. As addressed in the Councils' statement to Matter 6 (Green Belt), the Councils have considered the

⁴¹ Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (TSCSC) (adopted March 2014) (RD/T/120) figure 4.1 page 4-3

⁴² Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) section 2.3 (page 4)

sustainability implications of further major development on the edge of Cambridge. The release of larger sites would cause significant harm and outweighs the benefits in terms of accessibility, and have not been included in the Local Plans.

49. New settlements will have a degree of self containment, with infrastructure delivery on site so people can meet needs locally. However, plans have never assumed absolute self containment. The new settlements have a role in housing Cambridge workers, and Cambridge will remain by far the most significant employer. Waterbeach was identified in the Structure Plan Panel report as a sustainable location for a second new settlement (after Northstowe)⁴³, noting the opportunities to facilitate the provision of high quality public transport⁴⁴. Indeed, the Panel was clear that *“we are in no doubt that a second new settlement would be the next most sustainable solution for a major development once capacity in other locations identified in the Structure Plan is exhausted”*.
50. Some representors make a comparison using census data for mode shares for travel between Cambridge and South Cambridgeshire, or specifically from the Bourn Ward, to emphasise the benefits of Cambridge growth and suggest that development of a new village at Bourn Airfield would not be sustainable. However, this does not reflect the improved opportunities for sustainable modes of travel when new developments and the proposed significant improvements in sustainable transport infrastructure in this corridor are completed, which modelling showed would make a real difference to people’s travel choices. Even within Cambridge there are significant variations where infrastructure is available. A number of fringe villages on radials with better public transport have relatively high modal shares of non-car travel, comparable with some parts of the edge of Cambridge. Developments on the southern fringe are almost as far from the Science Park and the major regeneration area around the new station at Cambridge Northern Fringe East as Waterbeach New Town. Local evidence suggests higher rates of cycling when high quality infrastructure is available, such as the cycle way alongside the Guided Busway.
51. In new settlements rates of cycling will not be as high as they are in Cambridge, but on a national comparison, mode shares by sustainable modes will be comparatively high. South Cambridgeshire is already the 9th best performing district in terms of proportion of the population who regularly cycle⁴⁵, and indeed more journeys to work are undertaken by cycle than in any other rural district in the country⁴⁶.
52. Some representors highlight that by 2031 car journey times will increase on some corridors. This is acknowledged in the Modelling Report⁴⁷. This is forecast on all corridors into Cambridge, with the highest impacts on the A428 and A10. The transport strategy will make other modes beneficial, in most cases resulting in reductions in

⁴³ Cambridgeshire & Peterborough Structure Plan Panel Report (RD/AD/011) Paragraph 1.11

⁴⁴ Cambridgeshire & Peterborough Structure Plan Panel Report (RD/AD/011) Paragraph 9.30

⁴⁵ See CTC Cycling Statistics <http://www.ctc.org.uk/resources/ctc-cycling-statistics>

⁴⁶ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) Page 4-47

⁴⁷ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) Journey Times (pages 7&8)

journey times and increasing reliability for public transport, and providing improved cycling and walking infrastructure, making good quality alternatives to travel by car.

Matter 7b Cambridge City Council

7bi. Do Policy 82 and the standards set out in Appendix L take account of the factors listed in paragraph 39 of the Framework, and are they adequately justified by the evidence base?

53. Cambridge City Council consider the requirements of Policy 82 and standards in Appendix L take account of paragraph 39 of the Framework, and are adequately justified by the evidence base.
54. Appendix 7 of this statement details the requirements of NPPF Paragraph 39, and how the policies comply with the individual elements of this guidance, and are adequately justified by the evidence base. Appendix 7 also explains how Policy 82 and Appendix L were developed taking into consideration the various evidence sources.
55. Parking standards take account of accessibility, and the type, mix and use of development. They are guided by local information on car ownership and car journey rates, and support steps which reduce the use of high-emission vehicles. Maximum parking standards remain appropriate in Cambridge. The evidence used to inform the development of the standards includes good practice. The standards consider Cambridge's unique characteristics and take account of opportunities through Cambridge's anticipated growth over the plan period. Appendix 7 details the development of these standards.

7bii. Is there sufficient flexibility to allow for site specific and/or use specific circumstances to be taken into account?

56. The parking requirements listed in Policy 82 and Appendix L require applicants to consider 'local circumstances'. Paragraph L.6 of Appendix L requires proposals to give due consideration to the impact that new development will have on surrounding streets and transport network. Matters that applicants will need to consider include:
 - the location of the development site and access to the City Centre and local / district centres by foot and bicycle;
 - the type of development proposed (urban fringe site, infill site etc.) - existing travel patterns and controls may already be in place and need to be respected by the new development;
 - the style of development (houses, flats etc.) – houses are more likely to have higher car ownership levels than flats; and
 - any car parking requirements should also agree with the thresholds in the current County Council Transport Assessment Guide and/or the advice of the County Council, when a development requires a transport assessment or transport statement.
57. Policy 82 supports a minimum limit on cycle parking and a 'no more than' limit on car parking provision listed in Appendix L subject to the nature of the development use. Appendix L, paragraph L.6 indicates a need to assess the type of development. Tables

L.1 - L.9 explain the car parking requirements for different development uses. Tables L.10 and L.11 explain the cycle parking requirements for residential and non-residential uses, respectively.

58. The Council therefore considers Policy 82 and Appendix L allow sufficient flexibility for both site and use specific circumstances to be taken into account.

7biii. Do the Policy and Standards pay sufficient attention to the promotion of cycling as a sustainable mode of transport? Is the indicative route of the Chisholm Trail appropriate and is it achievable?

59. Policies 80, 81, 82 and Appendix L should ensure that levels of cycling increase and the highest levels of related infrastructure are provided. These policies and standards, together with the County Council's transport strategies⁴⁸, promote cycling as a key element of sustainable travel in Cambridge. The TSCSC in particular includes a target for the modal share of cycling as a result of keeping car levels flat at current levels⁴⁹. The standards accord with best practice guidance⁵⁰ and strive to ensure that highest possible levels of infrastructure are achieved.
60. Criterion (b), in policy 82 states the need for a minimum provision of cycle parking. Paragraph L.16 in Appendix L is also important as it requires developers to consider purpose-built cycle parking at the front of the house as the preferred option or in a garage which is designed to accommodate cycles. It also requires the cycle parking to be as convenient as car parking, which provides a strong promotional message. The Council recognises that Appendix L could be more concise and organised differently to reflect the cycle parking requirements for both residential and non-residential developments. If the Inspector is minded, suggested modifications to Appendix L have been set out in Appendix 9 of this statement. These also address representations from Cambridge Cycling Campaign (reps: 27281 and 27305).
61. Paragraphs L17 and L18 are also strong promotional tools, requiring access to the cycle parking to be as easy and convenient to use as possible for staff and highly visible to visitors.
62. Paragraphs L.16 to L.26 provide detail and references to good practice regarding the type and design of cycle related infrastructure which should be provided with new development. These should promote and facilitate cycling as an alternative to car usage.
63. Regarding the Chisholm Trail, the County Council is committed to this project and is working with partners and stakeholders towards its achievement. An update on the Chisholm Trail's delivery is provided by the County Council in Appendix 8 to this statement.

⁴⁸ LTP3 Refresh (RD/T/093); LTTS (RD/T/095); and the TSCSC (RD/T/120).

⁴⁹ RD/T/120, page 2-8, figure 2.6

⁵⁰ RD/SPD/220, Cambridge City Council Cycle Parking Guide

64. The Cambridge Local Plan provides an indicative route at Figure 9.1⁵¹ and is provided again for information in Appendix 8. As the proposal continues to be progressed by the County Council, it will be subject to further consideration, consultation and environmental assessment, as required.
65. Of the 25 representations received regarding Policy 80, 8 included specific mention of either support or qualified support for the Chisholm Trail project, with no outright objections to the project.
66. In terms of further public transport orbital movements in this part of the city, particularly crossing Stourbridge Common by bus or guided bus – further work is needed to test options and assess the benefits of all routes (on and off road). This work forms part of City Deal options work and the action plan for the TSCSC⁵².

⁵¹ Page 220, RD/Sub/C/010.

⁵² RD/T/120.

Matter 7c South Cambridgeshire

7c.i. Figure 12 refers to the standards as indicative, and paragraph 2 of the Policy identifies factors to be taken into account in considering car parking provision, but paragraph 1 of the Policy appears to require standards to be provided. Is it clear what is intended and if not should the wording be amended to ensure it is effective?

67. Through the Issues and Options process South Cambridgeshire District Council considered a range of alternatives for parking standards⁵³. Options considered whether to maintain maximum standards, or whether to take a more flexible design led approach. As stated in the audit trail⁵⁴, the chosen approach was to include indicative car parking standards and minimum cycle parking standards.
68. Policy TI/3 requires car and cycle parking to be provided in accordance with standards in Figure 12. Policy criteria and supporting text explain a design-led approach should be applied using the indicative car parking standards on case-by-case basis. Reference to the design led approach in TI/3, supported by paragraph 10.23, is intended to convey this approach.
69. The Council would not object to a minor modification to provide clarification, in TI/3 paragraph 1, to read: **'Car and cycle parking provision should be provided through a design-led approach in accordance with the indicative standards set out in Figure 12. Cycle parking should be provided to at least the minimum standards set out in Figure 12.**

7c.ii. Do the Policy and standards take account of the factors listed in paragraph 39 of the Framework, and are they justified by the evidence base?

70. In developing indicative car parking standards, the Council has considered issues referenced in the NPPF paragraph 39. Appendix 10 of this statement details the requirements of NPPF Paragraph 39, and how the policies comply with the individual elements of this guidance, and are adequately justified by the evidence base.
71. As detailed in the audit trail⁵⁵ car ownership rates were considered when developing standards. In particular, car ownership rates were anticipated to grow until 2021, and census data indicated car ownership rates in South Cambridgeshire were typically higher than the maximum parking standards in the adopted plan⁵⁶. There was also evidence that limiting residential parking to the adopted levels was causing local problems including nuisance or hazard to other road users. Accessibility by other modes varies greatly across the district. This supported the decision to adopt indicative standards and a design led approach to car parking standards. This would offer opportunities for lower provision where it was appropriate to do so.

⁵³ Issues and Options 2012 (RD/LP/030) Issue 99 Residential Parking Standards, Issue 100 Allocation of Car Parking within Residential Developments; Issue 101 Residential Garages; Issue 102 Car Parking Standards for Other Types of Development; Issue 103 Cycle Parking Standards.

⁵⁴ South Cambridgeshire Draft Final Sustainability Appraisal (RD/Sub/SC/060) Annex A Page A902

⁵⁵ South Cambridgeshire Draft Final Sustainability Appraisal (RD/Sub/SC/060) Annex A Page A896 to A917

⁵⁶ Development Control Policies DPD (RD/AD/110) Policy TR/2

72. The South Cambridgeshire Submission Local Plan responds to NPPF Paragraph 39 reference to the overall need to reduce the use of high emission vehicles, by seeking in paragraph 10.22 for one space to be within the curtilage of residential property to support electric vehicle charging, and in paragraph 10.23 encouraging provision of electric charging points. Specific measures may be required through Low Emissions Strategies, as detailed in policy SC/13.
73. As detailed earlier, the Local Plan maintains minimum standards for cycle parking. Census data shows that the Cambridge area, including South Cambridgeshire, achieves very high cycling mode shares when compared to national levels. The TSCSC envisages new and improved cycle routes to help extend the cycling network. New developments will include safe and quality infrastructure for cycling, including cycle routes and cycle parking at key destinations, not only within the development, but also connecting nearby centres of attraction.
74. The Cambridge area has been successful at securing funding from various streams and projects to improve cycling provision. Projects include the Local Sustainable Transport Fund, National Cycling Town Status, Greater Cambridge Cycle City, Cycle City Ambition grant. These have provided improvements to infrastructure such as cycle paths and cycle parking, but have also implemented 'soft measures' such as provision of cycle maps and information, all ages cycle training and cycle buddy schemes.
75. As a result the cycle network across the district and in adjoining areas continues to grow and improve, offering a safe and alternative option to cycling on roads for many journeys. Coupled with the cycling legacy from the London 2012 Olympics and the Tour de France stage from Cambridge to London in 2014, there is a national and local trend for increasing cycle ownership and take-upⁱ. Locally evidence shows more journeys to work are being undertaken by cycle, with South Cambridgeshire having the highest cycling to work rates of any rural district in country⁵⁷.
76. An important aspect governing whether people will own and use a cycle is the provision (or lack thereof) of cycle parking at key destinations and at home. Feedback from the stakeholder workshops⁵⁸ at the start of the Local Plan process made it clear that cycle parking provision needed to consider the local context. The Council consulted on four options ranging from retaining the existing minimum standards, raising the minimum standard or removing the standards and adopt a design-led approach, or it asked if there should be an alternative approach. The response supported retaining but raising the minimum standards, and adopting a design-led approach to how the parking is accommodated within the development⁵⁹. It was also suggested the standards may need to be even higher close to Cambridge.

⁵⁷ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) Page 4-47

⁵⁸ South Cambridgeshire Statement of Consultation (RD/Sub/SC/090) Appendix B

⁵⁹ South Cambridgeshire Draft Final Sustainability Appraisal (RD/Sub/SC/060) Annex A Page A913

77. Local Plan Policy TI/3 includes higher cycle parking standards for residential developments than the adopted plan, which only requires 1 cycle space per dwelling. This no longer reflects local circumstances, and the opportunities for cycling that will be delivered through the TSCSC and the development strategy envisaged by the Local Plan. It is inadequate for households with multiple people often own multiple cycles. The new standard will ensure a more appropriate number of secure cycle parking spaces.

Appendix 1: List of Reference Documents

The Councils' evidence in relation to Transport is set out in the following documents:

National Policy

- National Planning Policy Framework (RD/NP/010)
- National Planning Practice Guidance (RD/NP/020)
- Creating growth, cutting carbon: making sustainable local transport happen (DfT 2011) (RD/NP/090)
- Census 2011 results, ONS (RD/NP/150)

South Cambridgeshire District Council submission documents:

- Proposed Submission South Cambridgeshire Local Plan (RD/Sub/SC/010)
- South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report (RD/Sub/SC/060). Annex A Audit Trails - Chapter 2 Spatial Strategy (page A22 to A23), Chapter 10 Promoting and Delivering Sustainable Transport and Infrastructure
- South Cambridgeshire Statement of Consultation (RD/Sub/SC/090)
- Results of Consultation on the Proposed Submission Local Plan - Summary of representations and key issues (RD/Sub/SC/110)

Cambridge City Council submission documents:

- Cambridge Local Plan 2014 - Proposed Submission (RD/Sub/C/010);
- Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 1: Final Appraisal for the Submission to the Secretary of State (RD/Sub/C/030).
- Cambridge City Council Statement of Consultation and Audit Trails (RD/Sub/C/080) (policy 5 pages 91 – 96, policy 80,81 and 82 pages 612 to 641)

Topic papers:

- Topic Paper – Joint Working and Development Strategy (Cambridge and South Cambridgeshire) March 2014 (RD/Top/10)

Committee Reports and Minutes:

- Greater Cambridge City Deal Scheme Prioritisation Report - South Cambridgeshire Cabinet 16 October 2014 (RD/CR/141)
- Capital Programme Implementation Report - City Deal Shadow Board meeting 10 December 2014 (RD/CR/142)
- 2015-20 prioritised infrastructure investment programme report - Greater Cambridge City Deal Joint Assembly 12 January 2015 (RD/CR/143)
- Development Plan Scrutiny Sub Committee 13 December 2012 – Issues and Options 2, Site Options Consultation, Cambridge City Council, (2012). (RD/CR/320)
- Development Plan Scrutiny Sub Committee 16 April 2013 – Issues and Options 2 Consultation Feedback, Cambridge City Council, (2013) (RD/CR/370)

Earlier Stages of Plan Making:

- South Cambridgeshire District Council Issues and Options Report 2012 (RD/LP/030)
- South Cambridgeshire District Council Initial Sustainability Appraisal Report to accompany Local Plan Issues & Options Report (RD/LP/040)
- South Cambridgeshire District Council - Issues and Options 2 Report: Part 2 – South Cambridgeshire Further Site Options (RD/LP/050)
- Cambridge City Council and South Cambridgeshire District Council Interim Sustainability Appraisal to accompany Local Plan Issues & Options 2 Report (Part 1) (RD/LP/060)
- Cambridge City Council and South Cambridgeshire District Council - Issues and Options 2, Part 1 – Joint Consultation on Development Strategy and Site Options on the Edge of Cambridge (RD/LP/150)
- Cambridge Local Plan Towards 2031, South Cambridgeshire Local Plan – Issues and Options 2: Part 1 – Joint Consultation on Development Strategy & Site Options on the Edge of Cambridge – Technical Background Document Part 1 (RD/LP/170)
- Cambridge Local Plan 2014: Reviewing the Development Strategy for the Cambridge Area: Joint Sustainability Appraisal (RD/LP/180)
- Cambridge Local Plan – Towards 2031: Issues and Options Report (RD/LP/240)
- Cambridge Local Plan – Towards 2031 Technical Background Document – Part 2 (RD/LP/260)
- Cambridge City Council Issues and Options Part 2: Site Options within Cambridge (RD/LP/270)
- Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan - SA Report - Appraisal of the Cambridge Local Plan 2014 - Proposed Submission, Cambridge City Council, (2013) (RD/LP/290)
- Technical Background Document – Part 2 Supplement 2013, Cambridge City Council (RD/LP/310)

Adopted development plan documents:

- Cambridgeshire and Peterborough Structure Plan – EiP Report of the Panel 2002 (RD/AD/011)
- South Cambridgeshire Development Control Policies DPD (RD/AD/110)
- Cambridge Local Plan 2006 (RD/AD/300)

Adopted supplementary planning documents:

- Cambridge City Council - Cycle Parking Guide: for New Residential Development (2010) (RD/SPD/220)

Development strategy:

- Cambridge and South Cambridgeshire Sustainable Development Strategy Review 2012 (RD/Strat/040)
- South Cambridgeshire Strategic Housing Land Availability Assessment (SHLAA) (RD/Strat/120)
- Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) 2012 (RD/Strat/130)

- Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) Update 2013 (RD/Strat/140)
- Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) - Update 2013 (RD/Strat/150)
- Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)
- Greater Cambridge City Deal (Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, University of Cambridge, Greater Cambridge Greater Peterborough Enterprise Partnership) 2014 (RD/Strat/300)

Design and High Quality Places:

- Our towns and cities: the future - delivering an urban renaissance (DETR, 2000) (RD/HQ/060)

Transport and infrastructure:

- Cambridge and South Cambridgeshire Infrastructure Delivery Study 2012 (RD/T/010)
- Cambridge and South Cambridgeshire Infrastructure Delivery Study Update 2013 (RD/T/020)
- Manual for Streets 1 and 2, DfT, (2007) RD/T/040
- Cambridgeshire Local Transport Plan (RD/T/090)
- Cambridgeshire Local Transport Plan 3 - 2011-2026 (March 2011) (RD/T/090)
- Cambridgeshire Local Transport Plan 3 - 2011-2031 Draft (June 2014) (RD/T/091)
- Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)
- LTP3 Strategic Environmental Assessment, Environmental Report Habitats Regulations screening (RD/T/094)
- Cambridgeshire Long Term Transport Strategy (LTTS) Consultation Draft April 2014 (RD/T/092)
- Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)
- Cambridgeshire Long Term Transport Strategy (LTTS) Adopted November 2014 (RD/T/095)
- Issues for a New Transport Strategy for Cambridge and South Cambridgeshire (July 2012) (RD/T/100)
- Draft Transport Strategy for Cambridge And South Cambridgeshire (July 2013) (RD/T/110)
- Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (TSCSC) (adopted March 2014) (RD/T/120)
- Research into the Use and Effectiveness of Maximum Parking Standards, Department for Transport (June 2008) (RD/T/130)
- Cambridgeshire County Council Traffic Monitoring reports (RD/T/140)
- Residential Car Parking Research, DCLG, (2007) (RD/T/150)
- Guidance Note: Residential Parking, CIHT (2012) (RD/T/160)
- Car Parking: What Works Where?, HCA (2006) (RD/T/170)
- Danish Bicycle Parking Manual 2008 (RD/T/180)

- Road Investment Strategy: Investment Plan- Department for Transport (December 2014) (RD/T/290)
- Road investment strategy plans: summary of assumptions - Department for Transport (December 2014) (RD/T/291)

Appendix 2: How Transport Issues Were Considered During Plan Making

- A2.1. This appendix describes the consideration of transport issues through the plan making process. A timetable showing the stages of the local plan alongside the development of the transport plans is included at the end of this appendix.
- A2.2. At the start of the plan making process the transport context for the area was provided by the third Local Transport Plan (LTP3), adopted in 2011. This is a statutory document which sets out the County Council's overarching transport objectives, policies and strategy.
- A2.3. At the beginning of the plan making process, the Councils and the County Council decided to take a coordinated approach to transport and plan making, to ensure alignment between the new local plans and a new transport strategy for the Cambridge area. Coordination would be guided by a new joint member group, the Joint Strategic Transport and Spatial Planning Group.
- A2.4. The Councils began testing potential site options for inclusion in the plan in 2011, through their respective Strategic Housing Land Availability Assessments (SHLAA)⁶⁰. The SHLAA provides a review of the availability, suitability and deliverability of potential development sites. The assessments were completed in consultation with the Local Highways Authority (Cambridgeshire County Council) and the Highways Agency. Individual site assessments consider:
- Whether highway access can be achieved to appropriate standards
 - Impacts on the local and strategic highway network, including the need for mitigation or infrastructure improvements
 - Opportunities to connect to cycling, walking and public transport routes, and the need and opportunities for mitigation.
- A2.5. Both Councils published their SHLAA's to accompany the Issues and Options consultations, but they were also updated during the plan making process, as new sites were added and information updated⁶¹.
- A2.6. The Sustainability Appraisals accompanying the Local Plans include consideration of transport issues when assessing the relative sustainability of site options and the development strategy.
- A2.7. For South Cambridgeshire, the Sustainability Appraisal Scoping Report⁶² identified transport as an issue for consideration through the appraisal process, along with a number of other issues that were closely related to travel. Site options (including SHLAA sites) were subject to sustainability appraisal, and the assessments were

⁶⁰ South Cambridgeshire Strategic Housing Land Availability Assessment (SHLAA) (RD/Strat/120); Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) - Update 2013 (RD/Strat/150)

⁶¹ South Cambridgeshire Strategic Housing Land Availability Assessment (SHLAA) (RD/Strat/120) Cambridge City Council - Strategic Housing Land Availability Assessment (SHLAA) - Update 2013 (RD/Strat/150)

⁶² South Cambridgeshire Sustainability Appraisal Scoping Report (RD/Sub/SC/070)

published to accompany the Issues and Options 2012 consultation⁶³. Individual sites were tested to consider how they would support objectives including reducing the need to travel and promote more sustainable transport choices, securing appropriate investment and development in transport infrastructure, and ensuring the safety of the transport network. The scoring system enabled individual site options to be compared with one another on an objective basis. Further sites were tested at the Issues and Options 2 stage⁶⁴.

- A2.8. The Cambridge Scoping Report also identified transport as a sustainability objective. Cambridge addressed site options at the issues and options 2 stage, in January 2013. Issues and Options Part 2: Site Options within Cambridge was accompanied by a Technical Background Document and Interim SA⁶⁵. The technical background document drew on the SHLAA, and considered whether there was suitable access to the site, (including mitigation measures), the impact on local highway capacity and on the strategic road network, access to cycle routes, including potential mitigation measures.
- A2.9. For the joint Issues and Options 2 consultation on site options on the edge of Cambridge, a proforma was created which considered the sustainability objectives of both authorities⁶⁶. In transport terms the assessments reflected indicators for both districts which showed edge of Cambridge being generally the most accessible locations in South Cambridgeshire, but the least accessible locations for Cambridge City. A summary of the site appraisals was included in the Issues and options document itself⁶⁷, with more detail in the Technical Background Document. The testing of sites considered whether there was suitable access to the site, (including mitigation measures), the impact on local highway capacity and on the strategic road network, access to cycle routes, including potential mitigation measures.
- A2.10. In combination the SHLAA and SA and further technical assessments were used to identify reasonable site options, for consideration through later stages of the plan making process.
- A2.11. The plan making process was also informed by transport modelling, carried out using the Cambridge Sub Regional Model (CSRM)⁶⁸. CSRM is an established dynamic land use and transportation model, which incorporates housing, employment, transport demand and transport infrastructure. Testing with the model allows the outcomes of differing strategies to be independently assessed, to identify which perform best

⁶³ South Cambridgeshire Local Plan Issues and Options 2012 consultation (RD/LP/030); South Cambridgeshire District Council Initial Sustainability Appraisal Report to accompany Local Plan Issues & Options Report (RD/LP/040)

⁶⁴ South Cambridgeshire District Council - Issues and Options 2 Report: Part 2 – South Cambridgeshire Further Site Options (RD/LP/050); Cambridge City Council and South Cambridgeshire District Council Interim Sustainability Appraisal to accompany Local Plan Issues & Options 2 Report (Part 1) (RD/LP/060)

⁶⁵ Issues and Options Part 2: Site Options within Cambridge (RD/LP/270); Technical Background Document (RD/LP/260) Interim SA (RD/LP/280)

⁶⁶ Joint interim Sustainability Appraisal (RD/LP/160)

⁶⁷ Joint Issues and Options 2 (RD/LP/150); Technical Background Document (RD/LP/170)

⁶⁸ Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

across a range of criteria, including changes in travel behaviour, and patterns of job growth and employed residents.

- A2.12. The CSRM is a strategic, multi-modal model that fully covers four of the five Cambridgeshire Districts as well as small amounts of Fenland too. The model is used extensively in the area for large developments and proposals, including having been used in the past for the appraisal of the A14 upgrade schemes for the Highways Agency as well as the Transport Innovation Fund bid (Congestion TIF). The software that supports the model was developed by experts from the Department of Architecture and Land Studies at the University of Cambridge, with extensive and detailed data planning related inputs supplied by Cambridgeshire County Council. Its structure and response parameters are WebTAG compliant, which means it is compliant with government guidance for transport models of this type and has used government guidance and published forecasts to predict patterns into the future. This includes parameters related to forecast increases in parameters such as fuel price change and public transport fare changes as well as parameters that control traffic forecasts over time such as car ownership trends and corresponding vehicle occupancy trends, allowing for a greater degree of certainty in the modelling outputs. It is monitored and updated periodically to ensure its validity.
- A2.13. Transport Modelling was carried out in three phases:
- Phase 1 (Autumn 2012): Seven different scenarios were tested based on the sites in the Issues and Options consultation, including the current committed level of development (planning permissions and sites allocated in current local plans). These scenarios sequentially increased the total development, allowing the impact of varying levels of future housing at different stage of the development sequence to be tested. (see modelling Report Section 2.1)
 - Phase 2 (Spring 2013): Detailed tests were carried out on short-listed strategic options: village focused development in South Cambridgeshire, development at Bourn Airfield and a new town at Waterbeach. These tests allowed the different development focuses to be compared, including the potential for mitigation of transport impacts. (see modelling Report Section 2.3). By this point the decision had been taken that major new development on the edge of Cambridge should be a rejected option, so further modelling of this option was not carried out⁶⁹.
 - Phase 3 (Spring 2013): Preferred Local Plan Strategies: In the final phase, the Proposed Submission Local Plan scenarios for South Cambridgeshire and Cambridge were tested together with an enhanced package of transport mitigations. (see Modelling Report Section 2.4). Transport mitigation measures used in the transport modelling reflect those developed for the emerging TSCSC, designed by CCC to address significant known transport issues, and anticipate

⁶⁹ See Councils' Statements to Matter 2 and Matter 6 regarding the rejection on large development in the Green Belt on the edge of Cambridge.

measures which would be needed to support future growth. (see Modelling Report Appendix B)

- A2.14. Phase 2 and 3 of the modelling took place in parallel with work the Councils were undertaking to determine the development strategy for the area. It informed the Reviewing the Sustainable Development Strategy for the Cambridge Area which was reported to the Joint Strategic Transport and Spatial Planning Group 22 May 2013⁷⁰, which was subsequently included in both Councils Sustainability Appraisals, along with a report proposing the approach to the Draft Transport Strategy for Cambridge and South Cambridgeshire.
- A2.15. The preferred development strategy:
- Maximises development in Cambridge, where proximity offers best access to employment and services by non-car modes.
 - The edge of Cambridge, offering proximity benefits, but beyond a small number of sites development would cause significant harm to the Green Belt.
 - In addition to Northstowe and Cambourne, two new settlements at Waterbeach and Bourn Airfield.
 - Limited village development, focusing on the most sustainable villages.
- A2.16. This pattern of development would be supported by measures identified in the TSCSC. The modelling report demonstrates that investment in high quality public transport corridors and cycle routes significantly increases patronage and helps improve the accessibility. The modelling indicates significant improvements for public transport journey times, and anticipates higher ridership rates⁷¹. With the transport strategy in place it helps significantly increase trips by non-car modes and improves overall accessibility to and from the City, with cycling and walking growing from 24% to 32% and public transport growing from 4% to 29% between the without strategy and with strategy situation⁷². On average, travel conditions by car deteriorate over time while those for public transport improve.
- A2.17. The location of the majority of traffic and non-car trips on the network is pre-determined by the distribution of existing and currently planned development in Cambridge, South Cambridgeshire and beyond. National forecasts anticipate around 40% traffic growth in the Cambridge area. There is likely to be significant growth in demand for car travel across the sub-region as outlined above both as a result of general trends in car use and ownership as well as from development. Traffic queues on existing congested corridors are likely to increase.
- A2.18. The TSCSC was subject to public consultation alongside the Proposed Submission Local Plans⁷³. It supports the Cambridge and South Cambridgeshire Local Plans, and

⁷⁰ Joint Strategic Transport and Spatial Planning Group 22 May 2013 (RD/CR/090)

⁷¹ Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) Appendix B and C

⁷² Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160) Page 10

⁷³ Issues for a New Transport Strategy for Cambridge and South Cambridgeshire (July 2012) (RD/T/100); Draft Transport Strategy for Cambridge And South Cambridgeshire (July 2013) (RD/T/110)

takes account of future levels of growth in the area. It details the transport infrastructure and services necessary to deliver this growth.

- A2.19. The strategy builds on the aims and objectives in LTP3 and focuses on helping to ensure more journeys in the area are made by bus, train, cycle and on foot so that traffic levels do not increase, despite the proposed growth in the area. It does this by promoting extra capacity for high quality public transport, walking and cycling infrastructure, additional P&R facilities, reducing space for cars, working with communities to develop local solutions and connecting people in new and existing developments to the places they need and want to travel by more sustainable modes. All of this helps to ensure that in the future it will be quicker and more convenient to access key services and destinations by sustainable modes of travel than it will be private car.
- A2.20. The Action Plan for the TSCSC, which is a live document and is intended to be regularly updated as schemes progress, lists numerous schemes and proposals for each major transport corridor into the city and also for the wider city itself.
- A2.21. The TSCSC informed an update of the Infrastructure Delivery Study (IDS). The IDS identifies infrastructure need in the area, what is needed to support identified development sites, and potential sources of funding to enable its delivery. It categorises infrastructure as critical (must be delivered on time to allow proposed development to proceed in line with housing trajectories), necessary (important but could be provided later), or desirable (more aspirational schemes)⁷⁴. The Infrastructure Delivery Study Update 2013⁷⁵ included the new proposed allocations in the Local Plans, and the measures identified in the TSCSC. This led to an increase in transport costs from those identified in the previous study. The IDS update 2013 was published to support the Proposed Submission Local Plan consultations.
- A2.22. The Proposed Submission Local Plans identify the infrastructure required to support the development proposals within them. The key transport policy requirements, including the transport infrastructure needs identified in policies, are highlighted in appendix 3. Both Local Plans were accompanied by Sustainability Appraisals⁷⁶.
- A2.23. Following the consultation in summer 2014, the TSCSC and accompanying Action Plan were adopted by the County Council in March 2014⁷⁷.
- A2.24. The third Local Transport Plan (LTP3) has been refreshed and updated in 2014, in line with requirements to keep it up to date with Local and National policy context as well

⁷⁴ Cambridge and South Cambridgeshire Infrastructure Delivery Study 2012 (RD/T/010) see 9.2.5 to 9.2.10

⁷⁵ Cambridge and South Cambridgeshire Infrastructure Delivery Study Update 2013 (RD/T/020)

⁷⁶ South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report (RD/Sub/SC/060); Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 1: Final Appraisal for the Submission to the Secretary of State (RD/Sub/C/030)

⁷⁷ Transport Strategy for Cambridge and South Cambridgeshire & Action Plan (TSCSC) (adopted March 2014) (RD/T/120)

as new and emerging transport and planning strategies. The refreshed LTP3 was adopted by the County Council in November 2014⁷⁸.

- A2.25. The refreshed LTP did not change its policy context, aims or objectives which all remained from the original 2011 Plan – however it was updated to reflect the emergence of the Transport Strategy for Cambridge and South Cambridgeshire (TSCSC), numerous Market Town Transport Strategies (MTTS) and the Long Term Transport Strategy (LTTS). These new documents which all come under the umbrella of the LTP, take forward the aims, objectives and strategy detailed in the LTP and turn them into more local strategies, with action plans attached to begin to set out scheme specific details.
- A2.26. The LTTS⁷⁹ forms part of the Local Transport Plan and contains more detail on the major transport schemes and services that may be needed to support housing growth and the local economy up to 2031. The Strategy looks to the long term and includes proposals needed to provide capacity for future growth in the transport network. These include proposals for capacity improvements on the County's road and trunk road network where this is required and also large-scale bus, rail, and cycling infrastructure where there is an identified opportunity to deliver good levels of sustainable travel from new developments.
- A2.27. These strategies, particularly the LTTS and the TSCSC, were produced with the dual aims of improving the transport network from already identified issues and also to help deliver the growth proposed in numerous Local Plan processes throughout the County – including those of Cambridge City and South Cambridgeshire District Councils.
- A2.28. The LTP was subject to a full and detailed SEA (inc. HIA) and EqIA of the plan, which covers an assessment of its daughter documents as well⁸⁰. The refreshed LTP3 also included a refresh of the SEA and EqIA to take into account the new and emerging transport strategies, including further assessment of the proposed schemes and interventions which are included in more detail in the local strategies (particularly the LTTS and TSCSC).

⁷⁸ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)

⁷⁹ Cambridgeshire Long Term Transport Strategy (LTTS) Adopted November 2014 (RD/T/095)

⁸⁰ LTP3 Strategic Environmental Assessment, Environmental Report Habitats Regulations screening (RD/T/094)

Local Plans and Transport Plans Timeline

Timescale	Local Plans	CSRM Modelling	LTP	TSCSC	LTTS	City Deal
2011						
	Councils commence testing potential site options through SHLAA and SA process, including transport issues		LTP3 2011 to 2016 is adopted by CCC with support and input from all Districts (and City) Councils			
2012						
June-September	Issues & Options 1 consultation takes place Supported by transport evidence including as part of SHLAA, Initial SA, and IDS			Issues Consultation takes place		
Autumn		Phase 1 of the CSRM modelling runs carried out.				
2013						
January	Issues & Options 2 consultation Joint Issues and Options consultation on Development Strategy and Site Options on the Edge of Cambridge Cambridge and South Cambridgeshire consult on their respective Issues and Options 2 part 2 documents. Consultations supported by technical background documents, including transport issues as part of Interim SA, and updated SHLAA.			County officers involved in production of TSCSC present at consultation events (nothing new presented on TSCSC)		

Matter 7: Transport
Statement by Cambridge City Council and South Cambridgeshire District Council
January 2015.

Timescale	Local Plans	CSRM Modelling	LTP	TSCSC	LTTS	City Deal
Spring	Identification of preferred options, supported by sustainability appraisal	The Transport modelling was carried out in iterations way throughout 2013 as the preferred draft Local Plan strategies and draft TSCSC began to emerge and were consulted upon. Phase 2 of the modelling tested the shortlisted options before phase 3 tested the proposed submission Local Plan scenarios		Preparation of the TSCSC		Submission of interest was made to Government by the Greater Cambridge City Deal partners for significant resources to invest in infrastructure.
Summer	Local Plans Proposed Submission consultation Supported by evidence documents including IDS (2013 update), SHLAA, and Draft Final Sustainability Reports.	The CSRM Modelling Summary Report (RD/Strat/160) was published in July 2013 in line with the Draft TSCSC and LP consultations.		Draft TSCSC Consultation		This City Deal bid and its detailed plan for investment was then worked up jointly between the partners and Government throughout 2013 and the first half of 2014.
2014						
Early 2014			Work begins on refresh of LTP3		Work begins on drafting new LTTS	
March	Local Plans submitted to the Secretary of State			The TSCSC and Action Plan were adopted by the County Council in March 2014		
Summer 2014			Refreshed LTP3 (inc. SEA, HRA, EqIA) consulted upon summer 2014		Draft LTTS consulted upon in summer 2014	A City Deal was agreed with Government in summer 2014 Detailed work up of schemes in City Deal

Matter 7: Transport
Statement by Cambridge City Council and South Cambridgeshire District Council
January 2015.

Timescale	Local Plans	CSRM Modelling	LTP	TSCSC	LTTS	City Deal
						begins
November 2014			Refreshed LTP3 adopted by CCC		New LTTS adopted by CCC	Work on City Deal continues, towards an agreed programme for the first 5 years.

Appendix 3: Summary of Transport Policies & Transport Infrastructure Required by Policies in the Local Plans

Cambridge Submission Local Plan 2014

Policy name/number	Transport Issues / Requirements
Policy 5 – Sustainable Transport Infrastructure	<ul style="list-style-type: none"> • Strategic transport infrastructure required • Links to LTP, TSCSC, LTTS and other County Council transport strategy documents • Overall transport principles of the development
Policy 9: The City Centre	<ul style="list-style-type: none"> • Promotes sustainable modes of transport and public realm improvements • Improves connectivity for pedestrians and cyclists
Policy 11: Fitzroy/Burleigh Street/Grafton Area of Major Change	<ul style="list-style-type: none"> • Improve the bus interchange, including an increase in capacity and better waiting facilities for passengers • Provides access by sustainable modes of transport including improvements for pedestrians and cyclists such as a managed cycle parking facility, and with no increase in car parking above current levels • Improve the public realm along Fitzroy Street and Burleigh Street
Policy 13: Areas of major change and opportunity areas – general principles	<ul style="list-style-type: none"> • Allow development when the necessary infrastructure and associated arrangements to support that development have been secured, either by delivery as part of the development or through other stakeholders including relevant local authorities • Ensure public rights of way are protected, and enhanced where possible
Policy 14: Northern Fringe East and land surrounding the proposed Cambridge Science Park Station Area of Major Change	<ul style="list-style-type: none"> • Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner
Policy 15: South of Coldham’s Lane Area of Major Change	<ul style="list-style-type: none"> • Includes the upgrading of existing public routes to support increased pedestrian and cycle access from the wider area;
Policy 16: Cambridge Biomedical Campus (including Addenbrooke’s Hospital) Area of Major Change	<ul style="list-style-type: none"> • Maximise opportunities to improve the ‘legibility’ of the Cambridge Biomedical Campus by providing a network of cycle and pedestrian routes, high quality new public realm and open space • Include measures to enhance access to the Cambridge Biomedical Campus including for cyclists, pedestrians, wheelchair users and people with other disabilities, and mitigate the impact on the existing road network and parking in the surrounding area • Include provision for the extension of existing conventional bus services, the Cambridgeshire Busway and Park and Ride services to meet the needs of the resident and working populations, including people with disabilities

Policy name/number	Transport Issues / Requirements
Policy 17: Southern Fringe Areas of Major Change	<ul style="list-style-type: none"> • Be fully permeated by pedestrian and cycle routes (incorporating access for all), both within and between the development areas, improving links to the Cambridge Biomedical Campus (including Addenbrooke’s Hospital) • Include provision for the extension of existing conventional bus services and Park and Ride services to meet the needs of all residents • Provide vehicular access for the Bell School site off Babraham Road only
Policy 18: West Cambridge Area of Major Change	<ul style="list-style-type: none"> • Includes a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars. This should include assessing the level, form and type of car parking on the site • Walking, cycling and public transport links (including access for all) to the city centre, railway station(s), other principal educational and employment sites, and other key locations within the city are enhanced to support sustainable development
Policy 19: NIAB 1 Area of Major Change	<ul style="list-style-type: none"> • Include a comprehensive transport strategy for the site, incorporating a sustainable transport plan to minimise reliance on private cars • Only be directly accessed by motor vehicles from Huntingdon Road and Histon Road (through South Cambridgeshire) • Provide a direct route for public transport, including access for all, through the development, and a circuitous route for private motor vehicles • Where possible retain and enhance existing definitive footpaths that cross the site, or provide suitable and safe equivalent links as part of the development • Provide for walking, cycling, and wheelchair-user improvements (accessible for all) on- and off-site to offer more sustainable travel choices for residents, including an orbital cycle link from Huntingdon to Histon Road along the western boundary and enhancing the footpath to Thornton Way
Policy 20: Station Areas West and Clifton Road Area of Major Change	<ul style="list-style-type: none"> • Allow the potential for future improvements to the access for pedestrians and cyclists between Station Areas West and Clifton Road Area
Policy 21: Mitcham’s Corner Opportunity Area	<ul style="list-style-type: none"> • Create a low-speed environment to help restore the balance between people and vehicles. Reducing the physical and visual width of the carriageway, in addition to reducing or removing road markings, will help change the perception of the street and contribute to lower speeds; • Emphasise ‘place making’ over vehicle movement, in particular at junctions, through the use of tighter geometry – by removing or revising the existing gyratory system; • Reinforce or re-establish historic routes and create opportunities for new public spaces;

Policy name/number	Transport Issues / Requirements
	<ul style="list-style-type: none"> • Create a more comfortable and simplified pedestrian environment by providing wider pavements and more street trees, removing pedestrian guardrails and unnecessary signage, and introducing more direct crossings that respond to key desire lines
Policy 22: Eastern Gate Opportunity Area	<ul style="list-style-type: none"> • Take an approach to street design consistent with Manual for Streets 1 and 2 and their successor documents, creating a low-speed traffic environment to restore the balance between people and vehicles; • Emphasise ‘place making’ over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce speeds and to reclaim public space; • Re-establish historic routes and create clear gateways/entry points into existing residential neighbourhoods; • Create a more comfortable and simplified pedestrian environment through provision of more generous pavements and street trees, removal of pedestrian guardrails and unnecessary signage, and introduction of more direct crossings that respond to key desire lines; • Elizabeth Way roundabout – removal of the pedestrian underpass; creating pedestrian/cycle movements at grade; remodelling to provide a more land efficient design to reclaim an area for a new public urban space and to allow built form to define this important gateway into the city • Newmarket Road and East Road – revision of the approach to traffic management and highway engineering to create a high quality street environment, including continuous cycle lanes; • East Road/St Matthew’s Street junction – remodelling to include new direct pedestrian/cycle crossings; • Newmarket Road/Coldham’s Lane junction – remodelling to include new direct pedestrian/cycle crossings; and • New Street and Harvest Way – two-way traffic flows and design of on-street parking as an integral component of the streetscape.
Policy 23: Mill Road Opportunity Area	<ul style="list-style-type: none"> • Take an approach to street design consistent with Manual for Streets 1 and 2 and their successor documents, creating a low-speed traffic environment to restore the balance between people and vehicles • Emphasise ‘place making’ over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce speeds and to reclaim public realm • Create a series of ‘events’ in the road network, which respond to key spaces and buildings • Create clear gateways/entry points into existing and new residential neighbourhoods • Create a more comfortable and simplified pedestrian environment by providing more generous pavements and more direct crossings that respond to key desire lines
Policy 24: Cambridge	<ul style="list-style-type: none"> • Take an approach to street design consistent with Manual for

Policy name/number	Transport Issues / Requirements
<p>Railway Station, Hills Road Corridor to the City Centre Opportunity Area</p>	<p>Streets 1 and 2 and their successor documents that creates a low speed traffic environment to restore the balance between people and vehicles</p> <ul style="list-style-type: none"> • Emphasise ‘place making’ over vehicle movement, in particular at junctions, through the use of tighter geometry and radii, to reduce approach speeds and to reclaim areas for additional public space • Re-establish historic routes and create clear gateways/entry points into existing residential neighbourhoods • Create a more comfortable and simplified pedestrian environment through provision of more generous pavements and street trees, removal of pedestrian guardrails and unnecessary signage, and introduction of more direct crossings that respond to key desire lines • Regent Street – reallocation of space for wider pavements to better cope with pedestrian flows, reduce street clutter and provide improved cycle parking facilities; • Hyde Park Corner – improvement of the setting of the Our Lady of the English Martyrs Church and increase pavement widths in front of the terrace opposite. Simplify the pedestrian and cyclist user experiences through more direct crossings and investigate the potential for single stage crossings; • Hills Road local centre – reconnection of both sides of the street and improvement of the pedestrian user experience through removing barriers and obstacles. Traffic management and the reallocation of space will help to reduce vehicle speeds and highlight the revitalised ‘hub’ of Hills Road; • Station Approach – linkage of the proposed CB1 Station Square from Tenison Road through to Hills Road, creating a high quality public realm; • Cambridge Leisure Park – creation of a high quality connection into the site, by upgrading the existing link south of the station across Hills Road Bridge; • Cherry Hinton Road junction – revision of the approach to traffic management and highway engineering in order to create a quality connection between the new developments on all sides of the junction through to Hills Road and Cambridge Leisure Park; • Lensfield Road junction – simplification and rationalisation of the layouts of the two junctions remove the bottleneck that causes traffic to back along Gonville Place. Improve the quality of the public realm and connectivity for pedestrians and cyclists.
<p>Policy 25: Old Press/Mill Lane Opportunity Area</p>	<ul style="list-style-type: none"> • Improve permeability through the site and create safer streets with priority for pedestrians and cyclists • Minimise non-essential car parking and improve servicing • Provide high quality, well-designed areas of cycle parking
<p>Policy 26: Site specific</p>	<p>GB1 and GB2:</p>

Policy name/number	Transport Issues / Requirements
development opportunities	<ul style="list-style-type: none"> • The establishment of appropriate public footpaths linking the development with the surrounding chalk farmland • The retention of Worts' Causeway's use for buses only during peak periods, with limited car access to provide a green link into the Cambridge Green Belt with space for pedestrians, horse riders and cyclists • The provision of a single point of crossover between GB1 and GB2 and a single access on to Babraham Road
Policy 43: University faculty development	<ul style="list-style-type: none"> • Take reasonable opportunities to improve circulation for pedestrians and cyclists, together with public realm improvements, reductions in car parking provision and the introduction of active frontages at ground floor level
Policy 46: Development of student housing	<ul style="list-style-type: none"> • The location being well served by sustainable transport modes • Having appropriate management arrangements in place to ensure students do not keep cars in Cambridge
Policy 47: Specialist housing	<ul style="list-style-type: none"> • Accessible to local shops and services, public transport and other sustainable modes of transport,
Policy 48: Housing in multiple occupation	<ul style="list-style-type: none"> • Accessible to sustainable modes of transport, shops and other local services.
Policy 49: Provision for Gypsies and Travellers	<ul style="list-style-type: none"> • The site is accessible to local shops, services and community facilities by public transport, on foot or by cycle; • The site has safe and convenient vehicular, pedestrian and cycle access for the type of vehicles that could reasonably be expected to use or access the site;
Policy 52: Protecting garden land and the subdivision of existing dwelling plots	<ul style="list-style-type: none"> • Provision is made for adequate amenity space, vehicular access • arrangements and parking spaces for the proposed and existing • properties
Policy 53: Flat conversions	<ul style="list-style-type: none"> • The proposal, in terms of the number of units and scale of associated extensions, would not have a negative impact on the amenity or character of the area or on highway safety in streets already experiencing parking stress;
Policy 54: Residential moorings	<ul style="list-style-type: none"> • Is served by adequate pedestrian and vehicular access. • Does not impede navigation and/or the use of the footpath.
Policy 56: Creating successful places	<ul style="list-style-type: none"> • Create streets that respond to their levels of uses while not allowing vehicular traffic to dominate
Policy 57: Designing new buildings	<ul style="list-style-type: none"> • Are convenient, safe and accessible for all users • Successfully integrate functional needs such as refuse and recycling, bicycles and car parking
Policy 58: Altering and extending existing buildings	<ul style="list-style-type: none"> • Retain sufficient amenity space, bin storage, vehicle access and cycle and car parking.
Policy 65: Visual pollution	<ul style="list-style-type: none"> • Proposals do not impede pedestrian and vehicular movements or impact on public safety;
Policy 75: Healthcare	<ul style="list-style-type: none"> • Planning permission will be granted for new primary healthcare

Policy name/number	Transport Issues / Requirements
facilities	facilities in locations accessible by road, by walking, by cycling and by public transport, where this will meet an existing deficiency, or support regeneration or new development.
Policy 79: Visitor attractions	<ul style="list-style-type: none"> • The locations of any new attractions should have good public transport • Accessibility.
Policy 80 – Supporting Sustainable Access to Development	<ul style="list-style-type: none"> • What is required to support the development • How the development can achieve high levels of sustainable modes of travel • Links to the existing and new networks of walking, cycling and public transport • Accessibility for all, including mobility impaired • The requirement and high standard for new road provided • Links to LTP, TSCSC, LTTS and other County Council transport strategy documents
Policy 81 – Mitigating the Transport Impact of Development Policy 82 – Parking management	<ul style="list-style-type: none"> • Transport Assessments of sites • E.g. junction capacity/safety • Travel Plans for development • Car and cycle parking strategies and provision for development (inc. car clubs, management of service vehicles etc.) • The requirement for financial contributions • Low emission vehicle infrastructure
Appendix B: Proposals Schedule	<ul style="list-style-type: none"> • Specific transport and access issues are referred to in the Proposals Schedule for the following sites: GB1; GB2; R1; R2; R3; R4; R5; R7; R8; R9; R10; R12; R14; R16; R17; M4; R40; R41; R42c; M1; M2; M3; M5; R6; R21; E4; E5; GB3; GB; U1; U2; U3; RM1.
Appendix L: Car and Cycle Parking Standards	<ul style="list-style-type: none"> • Sets out car and cycle parking standards for residential and non-residential development • Includes parking for disabled people and people with mobility difficulties • Includes garage dimensions

South Cambridgeshire Submission Local Plan

Policy name/number	Transport Issues / Requirements
Policy T1/2: Planning for Sustainable Travel	<ul style="list-style-type: none"> • Development must be located and designed to reduce the need to travel, particularly by car and promote sustainable travel appropriate to its location; • Requires sites to achieve sufficient integration and accessibility by walking, cycling or public and community transport; • Requires developers to demonstrate they will make adequate provision to mitigate the likely transport impacts, including direct improvements, or contributions towards wider infrastructure; • Requires Transport Assessments and Travel Plans for larger

Policy name/number	Transport Issues / Requirements
	developments
Policy TI/3: Parking Provision	Sets indicative car parking standards, and minimum cycle parking standards for new developments.
Policy TI/8: Infrastructure and New Developments	Planning permission will only be granted for proposals that have made suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable in planning terms.
Policy TI/1: Chesterton Rail Station and Interchange	Safeguards land for new railway station and interchange facility.
Policy SS/1: Orchard Park	<ul style="list-style-type: none"> • Requires creation of strong internal cycle and footpath links • Requires a transport assessment of the remaining land parcels.
Policy SS/2: Land between Huntingdon Road and Histon Road	<ul style="list-style-type: none"> • Maximise the use of sustainable transport modes • Adequate highway capacity on A14 • Vehicular access from Cambridge Road, through the development, and then via Darwin Green 1 to Huntingdon Road. • HQPT to serve the development, including segregated bus priority • internal and external cycle and footpath links to neighbouring parts of the urban and rural areas.
Policy SS/3: Cambridge East	Addressed by Cambridge East AAP (see Cambridge East Area Action Plan Jointly Adopted 2008 section below)
Policy SS/4: Cambridge Northern Fringe East and land surrounding the proposed Cambridge Science Park Station	<ul style="list-style-type: none"> • Ensure that appropriate access and linkages, including for pedestrians and cyclists, are planned for in a high quality and comprehensive manner. • Will be subject to an Area Action Plan
Policy SS/5: Waterbeach New Town	<p>4. It will deliver high quality public transport links to Cambridge, including a new railway station, to enable a high modal share of travel by means other than the car.</p> <p>6. An AAP will be prepared for the area shown on the Policies Map. The AAP will establish a policy framework for the site, and will address issues and requirements including:</p> <p>Significant Improvements in Public Transport:</p> <ul style="list-style-type: none"> • x. A relocated Waterbeach station to serve the village and the new town; • y. A Park and Ride site on the A10 to intercept traffic from the north of Waterbeach, served by a new segregated Busway link to Cambridge; <p>Measures to Promote Cycling and Walking:</p> <ul style="list-style-type: none"> • z. A network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the town centre, schools and employment areas; • aa. Direct, segregated high quality pedestrian and cycle links to north Cambridge, surrounding villages and nearby existing facilities such as the Cambridge Research Park;

Policy name/number	Transport Issues / Requirements
	<ul style="list-style-type: none"> • bb. A Smarter Choices package including residential, school and workplace travel planning. <p>Highway Improvements:</p> <ul style="list-style-type: none"> • cc. Primary road access to the A10; • dd. Additional capacity to meet the forecast road traffic generation of the new town, particularly on the A10 and at the junction with the A14; • ee. Measures to mitigate the traffic impact of the new town on surrounding villages including Waterbeach, Landbeach, Horningseas, Fen Ditton and Milton; • ff. Review the access arrangements to Denny Abbey.
Policy SS/6: New Village at Bourn Airfield	<p>6. The AAP will establish a policy framework for the site, and will address issues and requirements including:</p> <p>Significant Improvements in Public Transport, including:</p> <ul style="list-style-type: none"> • r. A segregated bus link from Cambourne to Bourn Airfield new village across the Broadway, and on through the development to the junction of the St Neots Road with Highfields Road; • s. Any measures necessary to ensure that a bus journey between Caldecote / Highfields and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic. • t. High quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge; • u. Potentially incorporate a Park and Ride facility for the A428 corridor. <p>Measures to Promote Cycling and Walking, including:</p> <ul style="list-style-type: none"> • v. A network of attractive, direct, safe and convenient walking and cycling routes linking homes to public transport and the main areas of activity such as the village centre, schools and employment areas; • w. Direct, segregated high quality pedestrian and cycle links to west Cambridge, Cambourne, Caldecote / Highfields, Hardwick and Bourn; • x. A Smarter Choices package including residential, school and workplace travel planning. <p>Highway Improvements:</p> <ul style="list-style-type: none"> • y. Measures to mitigate the traffic impact of the new village on surrounding villages and roads; • z. Convenient vehicular access, with at least two separate access points to the north west and north east of the site; • aa. There will be no direct vehicular access to the Broadway (except buses and bicycles).
Policy SS/7: Northstowe Extension	Addressed in Northstowe AAP (see South Cambridgeshire Northstowe Area Action Plan Adopted 2007 section below)
Policy SS/8: Cambourne West	<p>Access</p> <ul style="list-style-type: none"> • 11. Development will provide for the additional travel demands

Policy name/number	Transport Issues / Requirements
	<p>generated. Coordination will be required with other developments on the A428 corridor to deliver the necessary improvements. The development will need to address, but is not limited to, the following (subject to detailed strategy development and to the transport assessment of development proposals):</p> <ul style="list-style-type: none"> • a. Any measures necessary to ensure that a bus journey between Cambourne West and the junction of the A428 and the A1303 is direct and unaffected by any congestion suffered by general traffic; • b. High quality segregated bus priority measures on the A1303 between its junction with the A428 and Queens Road, Cambridge; • c. Direct, segregated high quality pedestrian and cycle links to west Cambridge, Papworth Everard, Caxton and Bourn; • d. The impact of the proposals on the junctions of the A428 with the A1303 and the A1198 will be assessed in detail and contributions towards or direct funding of improvements to the junctions may be required; • e. Delivery or funding of any measures required to mitigate the traffic impact on Bourn, Caldecote, Toft, Comberton and Barton; • f. A Smarter Choices package including residential, school and workplace travel planning; • g. Vehicular access to be provided through an enhanced route through the Business Park, one or more access points from the Caxton Bypass, and via Sheepfold Lane; • h. Bus prioritisation measures, including a bus link from one of the roundabouts on the Caxton bypass through the Cambourne West site, linking through to Great Cambourne by the Cambourne Business Park; • i. Creation of high quality segregated cycle and pedestrian routes within the new settlement.
POLICY H/1: Allocations for Residential Development at Villages	<ul style="list-style-type: none"> • H1a to c - Contribution to any highway works required to mitigate the impact of development as a whole on the eastern flank of Sawston;
POLICY H/2: Bayer CropScience Site, Hauxton	<ul style="list-style-type: none"> • b. Establishing pedestrian and cycle links to the Trumpington Meadows development, and to the Trumpington Park and Ride; • c. Establishing pedestrian and cycle links to the village of Hauxton; • d. Contributions to improved public transport provision along the A10 corridor;
POLICY S/2: Objectives of the Local Plan	<ul style="list-style-type: none"> • f. to maximise potential for journeys to be undertaken by sustainable modes of transport.
POLICY HQ/1: Design Principles	<ul style="list-style-type: none"> • f. Achieve a permeable development with ease of movement and access for all users and abilities, with user friendly and conveniently accessible streets both within the development and linking with its surroundings and existing and proposed facilities and services, focussing on delivering attractive and safe opportunities for

Policy name/number	Transport Issues / Requirements
	<p>walking, cycling and public transport.</p> <ul style="list-style-type: none"> • H. Ensure that car parking is integrated into the development in a convenient, accessible manner and does not dominate the development and its surroundings or cause safety issues. • i. Provide safe, secure, convenient and accessible provision for cycle parking and storage...in a manner that is appropriately integrated within the overall development.

Cambridge East Area Action Plan Jointly Adopted 2008

Policy name/number	Transport Issues / Requirements
POLICY CE/2: Development Principles	<p>The Urban Quarter of Cambridge East will develop:</p> <ul style="list-style-type: none"> • 12. As a compact and sustainable urban quarter with a low car dependency, which is highly accessible and permeable to all its residents by foot, cycle and High Quality Public Transport, and which has good links to the city centre and to existing major employment centres;
POLICY CE/10: Road Infrastructure	<ul style="list-style-type: none"> • Requires adequate highway capacity to serve all stages of development, including on and to the A14. • Requires access by all purpose junctions. • Requires mitigation of impacts, submission of a Transport Assessment and traffic management measures. • Possible requirement for a contribution towards improving capacity on orbital routes. • Requires the relocation of the Park and Ride site.
POLICY CE/11: Alternative Modes	<ul style="list-style-type: none"> • Requires adequate provision for alternative transport modes and parking to serve all stages of development. • Requires High Quality Public Transport provision with associated infrastructure, with all development sited within 400m easy walk of a bus stop and provision of 12 month subsidy for new residents. • Requires high quality cycling infrastructure, both within Camb East and connecting with Cambridge, surrounding villages and the wider rights of way network. • Car and cycle parking provision in accordance with standards in Appendices 1 and 2, and encouraging shared car parking.
POLICY CE/12: Transport for North of Newmarket Road	<ul style="list-style-type: none"> • Requires one road access and one public transport only access onto Newmarket Road. • Requires all development to be sited within 400m easy walk of a bus stop and improved bus priority measures along Newmarket Road. • Requires cycle and footpath links into the Fison Estate, to the Jubilee Cycleway, and internal design to prioritise movements by foot or cycle rather than the car.

POLICY CE/33 Infrastructure Provision	<ul style="list-style-type: none"> Requires suitable arrangements for the improvement or provision of infrastructure necessary to make the scheme acceptable, including improvements (including Infrastructure) for pedestrians, cyclists, equestrians, highways and public and community transport.
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South Cambridgeshire Northstowe Area Action Plan Adopted 2007

Policy name/number	Transport Issues / Requirements
POLICY NS/10: Road Infrastructure	<ul style="list-style-type: none"> Requires adequate highway capacity will be required to serve all stages of development, including on the A14. Primary road access may include an improved Hattons Road, access from the Longstanton West bypass and/or a new road in the vicinity of the A14 Dry Drayton junction. Requires an emergency access from the Cottenham direction. Requires mitigation and traffic management measures. Possible requirement for a contribution towards a Willingham Bypass, if it is required.
POLICY NS/11: Alternative Modes	<ul style="list-style-type: none"> Requires adequate provision for alternative transport modes and parking to serve all stages of development. Requires High Quality Public Transport, a dedicated local busway linked to the Guided Busway, all development within 600m easy walk of the local busway or 400m of a bus stop, provision of 12 month subsidy for new residents and a contribution towards the Guided Busway. Requires access to the Park and Ride by foot and cycle but not by car. Requires high quality cycling infrastructure, both within Northstowe and connecting with surrounding villages and the wider rights of way network. Requires car and cycle parking provision in accordance with the district-wide standards, but encouraging shared use parking and car pooling.
POLICY NS/28: Timing / Order of Service Provision	<ul style="list-style-type: none"> Requires the master outline planning permission and legal agreement to include a schedule of services, facilities and infrastructure to be funded by the developer(s), together with a timetable for their provision. These should be provided at stages in the development process according to a set of trigger points.

Appendix 4: Further information on the Greater Cambridge City Deal including investment in Transport Infrastructure

Background

- A4.1. The Localism Act 2011 introduced the Core Cities Amendment. This allows local councils to make the case for being given new powers to promote economic growth and set their own distinct policies.
- A4.2. City Deals are agreements between government and a city that give the city control to:
- take charge and responsibility of decisions that affect their area
 - do what they think is best to help businesses grow
 - create economic growth
 - decide how public money should be spent
- A4.3. The first wave of City Deals are with the 8 largest cities outside of London, known as the Core Cities. City Deals - Wave 2 involves 20 cities - the next 14 largest cities outside of London and their wider areas and the 6 cities with the highest population growth during 2001 to 2010. The Greater Cambridge City Deal⁸¹ is within the Wave 2 group.
- A4.4. These cities will negotiate deals with government – deals that give each city new powers in exchange for greater responsibility to stimulate and support economic growth in their area. Each city had to put forward a proposal by January 2013 that showed how they hope to do this.⁸²

Purpose of the City Deal

- A4.5. The success of the Greater Cambridge area is centered on the knowledge-based, high-tech economy. In order to continue this success story, the Greater Cambridge area has to grow physically whilst maintaining ease of movement between key economic hubs such as new economic centres of gravity like the Addenbrookes Bio-Medical campus to the south and the University of Cambridge's sites to the west and north-west.
- A4.6. Investment in appropriate transport infrastructure and services is, therefore, critical to ensuring that that Cambridge and its environs can continue to function as a successful, vibrant and sustainable place.
- A4.7. The City Deal proposition is that Greater Cambridge will create an investment fund drawing together national and local funding streams to invest in infrastructure that will drive economic growth in the area. Government will support this through an innovative Gain Share mechanism where Greater Cambridge is rewarded for

⁸¹ Greater Cambridge City Deal RD/Strat/300

⁸² Information taken from the Gov.uk website policy section, *Giving more power back to cities through City Deals*.

prioritising, and investing in, projects that deliver the greatest economic impact over 15-20 years, commencing in 2015-16.

A4.8. Local partners in the City Deal with government are: Cambridge City Council, South Cambridgeshire District Council, Cambridgeshire County Council, the University of Cambridge, and the Greater Cambridge, Greater Peterborough Enterprise Partnership.

The Investment Fund and Outcomes

A4.9. Over the period 2015/6 to 2019/20, Government will provide Greater Cambridge with £100m, consisting of five annual payments of £20m. This will provide Greater Cambridge with a high level of certainty to commence investment in an ambitious programme of transport infrastructure.

A4.10. Dependent on the economic impact of the local investments, Greater Cambridge will be able to access up to an additional £400m over the next 10-15 years. This investment will sit alongside the over £500m that Greater Cambridge has pledged to invest to enable the supporting infrastructure needed to unlock the benefits of growth in the Greater Cambridge area. This pooling of central and local resources will lead to a total investment of £1bn over the City Deal period.

A4.11. Overall, the deal agreed between Government and Greater Cambridge will:

- create an infrastructure investment fund with an innovative Gain Share mechanism;
- accelerate delivery of 33,480 planned homes;
- enable delivery of 1,000 extra new homes on rural exception sites;
- deliver over 400 new Apprenticeships for young people;
- provide £1bn of local and national public sector investment, enabling an estimated £4bn of private sector investment in the Greater Cambridge area;
- create 45,000 new jobs;
- create a governance arrangement for joint decision making between the local councils.

Status

A4.12. The City Deal expression of interest was submitted in January 2013, with substantial negotiations following from that time until the Deal was agreed. The Deal was announced in the 2014 Budget statement by the Chancellor (on 19 March 2014). The Deal Document was signed on behalf of Government and all local partners on 19 June 2014. Since then officers have been working to finalise the details of the Deal and to implement it.

Governance

A4.13. Implementation of the Deal locally will be through a collaborative governance framework, consisting of a five person Executive Board, supported by a 15 person Assembly that comprises a mix of elected Members and wider stakeholders. The Assembly will perform an advisory function in support of the work of the Executive Board⁸³, which will be the decision-making body for those issues within the remit of the governance framework. This structure has been agreed formally by the three Councils included within the Deal.

Infrastructure to be funded through Tranche 1 (2015/16 – 2019/20)

A4.14. The County Council has been leading work on developing an infrastructure programme to be funded from the first tranche of City Deal monies, combined with other sources.

A4.15. A combination of work on economic prioritisation and consideration of deliverability will constitute the recommendation that is made for the prioritised infrastructure programme. The outputs will be considered by the Assembly on 12 January 2015 and by the Executive Board on 28 January, when the prioritised programme for the first 5 years will be agreed. The recommended list of schemes and the rationale supporting these is included in papers for the Joint Assembly meeting on 12 January⁸⁴. An update on the outcomes of these meetings will be provided at the hearing sessions. While the Board's final decision cannot be pre-empted, the recommended list of schemes will provide critical infrastructure support for the growth of Cambridge and its surrounds as a whole (e.g. cycling improvements and bus priority schemes); as well as for particular development locations (e.g. Madingley Road bus priority will support developments to the west of Cambridge on the A428 corridor).

A4.16. Following the Board's decision, work will be commissioned to develop those schemes included in the prioritised programme, given the importance of maintaining the momentum towards their planned delivery. Some flexibility is built into the programme to allow for schemes to be removed and others added where scheme development and/or external significant change in circumstances alter the situation.

Position on future funding tranches (beyond 2019/20)

A4.17. Government has required positive economic impacts to be demonstrated as a condition of releasing further tranches of funding. These 'triggers' will occur for a second tranche of funding from 2019 and for the five years beyond this at 2024. The triggers for the first gateway (2019) are expected to be concluded very soon, while

⁸³ The Executive Board includes 3 elected members with full voting rights (one from each of the three member Councils), 2 non-voting members (one from the Local Enterprise Partnership and one from the University of Cambridge).

⁸⁴ Papers for Greater Cambridge City Deal Joint Assembly meeting, Monday 12th January 2015 (RD/CR/142) <http://scambsmoderngov.co.uk/ielistdocuments.aspx?MIId=6512>

the details of the 2024 review are likely to be agreed in the months following January 2015.

A4.18. There is recognition that Government will want to see an assessment of the economic benefits of schemes and it is anticipated that this will be a primary focus of these triggers. In the short term it is generally recognised that economic benefits will not be sufficiently crystallised so as to be demonstrable, so it is likely that the 2019 assessment will be based on delivery of schemes to budget and to timetable together, with some core assessment of scheme deliverables such as patronage. There is an in principle agreement with Government that there will be a proportionate award of grant in the event that triggers were not fully met, so if say 70% of the triggers were met then 70% of the grant would be payable, for example. An update on the progress of negotiations with government will be provided before or at the hearing sessions.

Appendix 5: Review of Contribution of the Local Plans to Transport Plan Objectives

Transport Strategy for Cambridge and South Cambridgeshire (March 2014)

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
1	<p>To ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.</p> <p>See TSCSC Policies 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 15, 20, 21, 22</p>	<p>More investment in interventions for pedestrians/cyclists/public transport users will improve accessibility, linking allocated sites with employment and services, via (High Quality Passenger Transport HQPT). Bus services will connect Cambridge rail station and Science Park station to Cambridge Biomedical campus and University West site.</p>	<p>Provision for employment allocations, focussed on the Cambridge area, and promoting clusters. Investment in digital infrastructure will encourage enterprise and enable different ways of working. HQPT, including new orbital bus services, walking and cycling facilities, P&R expansion linking jobs and housing will improve accessibility.</p> <p>See Policies TI/2, TI/10, Chapters 2, 3 & 8.</p>	<p>High quality public transport links to West and NW Cambridge, with improved orbital routes for accessing employment destinations to the north and south of the city and will link with the new rail station.</p> <p>See also Policy SS/8</p>	<p>The new town will include employment provision. The Guided Busway and adjoining cycleway links major employment destinations, including those in the north and south of the city and will link with the new rail station.</p> <p>See also Policy SS/7 and NAAP</p>	<p>The new town will include employment provision. Rail service to Cambridge Science Park station and Cambridge station area, connecting to existing Busway and bus links to employment destinations to the north and south of the city. Cycle links to Cambridge Research Park, Ely and Cambridge.</p> <p>See also Policy SS/5</p>	<p>The new village will include employment provision. High quality public transport links to West and NW Cambridge, with improved orbital routes for accessing employment destinations to the north and south of the city and will link with the new rail station.</p> <p>See also Policy SS/6</p>

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
2	<p>To enhance accessibility to, from and within Cambridge and South Cambridgeshire (and beyond the strategy area)</p> <p>See TSCSC Policies 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 15, 20, 21, 22</p>	<p>Allocations are located along key transport corridors which will benefit from enhanced connections to public transport corridors, Park & Ride, high quality cycle routes. Corridors will connect Cambridge to the outlying market towns.</p>	<p>The development strategy focusses development in sustainable locations, where travel needs can be addressed by sustainable modes reducing reliance on the car. New settlements will have a degree of self-containment, helping to minimise the need to travel to access services and facilities, as well as serving existing communities. Allocations are located along key transport corridors which will benefit from enhanced public transport, Park & Ride, and high quality cycle routes to Cambridge and surrounding Market towns.</p>	<p>A high quality public transport route will link Cambourne West with St Neots and Cambridge city centre, joining the wider public transport network providing access to employment destinations to the north and south of the city and will link with the new rail station. A high quality cycle route will also link to Cambridge and key destinations.</p> <p>See also Policy SS/8</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access employment, services and facilities. The new town will also serve existing communities, many of which already have direct cycle connections to the cycle path along the Guided Busway. The Guided Busway, with its park and ride sites and adjoining cycleway provides a direct link to St Ives (and on to Huntingdon) and Cambridge, providing easy access to employment</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access employment, services and facilities, and will also serve existing communities, A new rail station and improved rail services to Ely and Cambridge. A new bus link to Cambridge and additional Park & Ride capacity. Direct cycle links to Cambridge and other key destinations.</p> <p>See also Policy SS/5</p>	<p>The new village will have a degree of self-containment, minimising the need to travel to access employment, services and facilities, and will also serve existing communities, A high quality public transport route will link with St Neots and Cambridge city centre, joining the wider public transport network providing access to employment destinations to the north and south of the city and will link with the new rail station. A high quality cycle route will also link to Cambridge and key destinations.</p> <p>See also Policy SS/6</p>

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cams	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			See Policy TI/2, Chapters 2 & 3		destinations to the north and south of the city and will link with the new rail station. See also Policy SS/7 and NAAP		
3	To ensure good transport links between new and existing communities, and the jobs and services people wish to access. See TSCSC Policies 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 13, 14, 15, 20, 21, 22	More investment in interventions for pedestrians/cyclists/public transport users will improve accessibility, linking allocated sites with employment and services, via (High Quality Passenger Transport HQPT).	The development strategy focusses development in sustainable locations where travel needs can be addressed by sustainable modes. New settlements will have a degree of self-containment, helping to minimise the need to travel to access services and facilities, as well as serving existing communities. Allocations are located along key transport corridors which will benefit	Cambourne West is located along a key transport corridor which will benefit from enhanced connections to public transport corridors, Park & Ride, high quality cycle routes. Villages will be linked to high quality public transport corridors through better cycle and bus connections to rural interchanges, railway stations and bus stops.	The new town will have a range of employment, services and facilities, which will also serve existing communities, many of which already have direct cycle connections to the cycle path along the Busway. The Guided Busway, with its park and ride sites and adjoining cycleway provides a direct link to St Ives (and on to	The new town will have a range of employment, services and facilities, which will also serve existing communities. Waterbeach is located along a key transport corridor which will benefit from enhanced rail and bus connections, Park & Ride, high quality cycle routes. Villages will be linked to high quality public transport corridors through better cycle and bus	The new village will have a range of employment, services and facilities, which will also serve existing communities. Bourn Airfield is located along a key transport corridor which will benefit from enhanced connections to public transport corridors, Park & Ride, high quality cycle routes. Villages will be linked to high quality public transport corridors through better cycle and bus

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			<p>from enhanced connections to public transport corridors, Park & Ride, high quality cycle routes. Villages will be linked to high quality public transport corridors through better cycle and bus connections to rural interchanges, railway stations and bus stops. Locally led transport solutions can help connect to rural interchanges.</p> <p>See Policies TI/2, Chapters 2, 3 & 8.</p>	See also Policy SS/8	<p>Huntingdon) and Cambridge, providing easy access to employment destinations to the north and south of the city and will link with the new rail station.</p> <p>See also Policy SS/7 and NAAP</p>	<p>connections to rural interchanges, railway stations and bus stops.</p> <p>See also Policy SS/5</p>	<p>connections to rural interchanges, railway stations and bus stops.</p> <p>See also Policy SS/6</p>
4	To prioritise sustainable alternatives to the private car in the strategy area, and reduce the impacts of	More investment in interventions for pedestrians/cyclists/public transport users will improve accessibility, linking allocated sites with employment and services, via (High	The development strategy focusses development in sustainable locations where travel needs can be addressed by sustainable	New development will prioritise access by public transport, cycling and walking. Provision of high quality	The new town will prioritise access by public transport, cycling and walking, including links to existing communities. The	The new town will prioritise access by public transport, cycling and walking, including links to existing communities.	The new village will prioritise access by public transport, cycling and walking, including links to existing communities. Provision of high

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cams	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
	<p>congestion on sustainable modes of transport.</p> <p>See TSCSC Policies 1, 2, 3, 7, 8, 9, 10, 11, 12, 14, 15, 20, 21, 22</p>	<p>Quality Passenger Transport HQPT). Demand management potential to further manage road space in Cambridge and its approaches.</p>	<p>modes. Allocations are located along key transport corridors which will benefit from high quality public transport and cycle routes (some segregated), Park & Ride. Villages will be linked to transport corridors through better cycle and bus connections to rural interchanges, railway stations and bus stops. Travel planning a key part of development strategy.</p> <p>See Policies TI/2, TI/10, Chapters 2 & 3</p>	<p>infrastructure, such as segregation of buses and cycles to bypass queues and provide safe routes. Demand management measures and travel planning will have a key role to encourage the use of sustainable modes.</p> <p>See also Policy SS/8</p>	<p>Guided Busway provides a high quality, segregated and infrastructure for buses and cycles to bypass traffic queues. Demand management measures and travel planning will have a key role to encourage the use of sustainable modes.</p> <p>See also Policy SS/7 and NAAP</p>	<p>Provision of high quality infrastructure, such as segregation of buses and cycles to bypass queues and provide safe routes. Demand management measures and travel planning will have a key role to encourage the use of sustainable modes.</p> <p>See also Policy SS/5</p>	<p>quality infrastructure, such as segregation of buses and cycles to bypass queues and provide safe routes. Demand management measures and travel planning will have a key role to encourage the use of sustainable modes.</p> <p>See also Policy SS/6</p>
5	<p>To meet air quality objectives and carbon reduction targets, and</p>	<p>Innovative use of technology and major programme of digital infrastructure enhancement to reduce the need to travel.</p>	<p>The development strategy focusses development in sustainable locations. New settlements will</p>	<p>HQPT and HQ cycle links along corridor to reduce single occupancy car use.</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access services</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access services</p>	<p>HQPT and HQ cycle links along corridor to reduce single occupancy car use.</p>

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
	<p>preserve the natural environment.</p> <p>See TSCSC Policies 1, 7, 17, 18 and 19</p>	<p>Demand management options available to limit car use. HQPT, cycling and walking facilities, travel planning and other incentives to encourage sustainable travel behaviour.</p>	<p>have a degree of self-containment, helping to minimise the need to travel to access services and facilities, as well as serving existing communities. Innovative use of technology and digital infrastructure enhancement to reduce the need to travel. HQPT, cycling and walking facilities, travel planning and other incentives to encourage sustainable travel behaviour. P&R expansion along corridors with major growth allocations.</p> <p>See Policies SC/10, SC/11, SC/13, SC/15,</p>	<p>See also Policy SS/8</p>	<p>and facilities. The Guided Busway and adjoining cycleway links major housing and employment destinations, and removes car reliance for some journeys.</p> <p>See also Policy SS/7 and NAAP</p>	<p>and facilities. Rail and bus services in this corridor will reduce private car use. HQ cycle routes - CGB maintenance track has shown cyclists willing to cycle longer distances with good provision.</p> <p>See also Policy SS/5</p>	<p>See also Policy SS/6</p>

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cams	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			TI/2, TI/10, Chapters 2 & 3				
6	<p>To ensure that changes to the transport network respect and conserve the distinctive character of the area and people's quality of life.</p> <p>See TSCSC Policies 1, 2, 3, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22</p>	<p>More investment in interventions for pedestrians/cyclists/public transport users will improve accessibility, linking allocated sites with employment and services, via (High Quality Passenger Transport HQPT). The distinctive character of Cambridge will be preserved.</p>	<p>All development is required to achieve a high quality of design, which includes being accessible and respecting the local environment. Provision of alternatives to car use could help reduce environmental impacts. Larger developments are subject to health impact assessment.</p> <p>See Policies HQ/1, SC/2, SC/10, SC/11, SC/13, SC/15, TI/2.</p>	<p>High quality, permeable development will enable people to access their needs locally on foot or by cycle.</p> <p>See also Policy SS/8</p>	<p>New settlements provide the opportunity to plan transport infrastructure from the outset. High quality public transport, cycle and walking links to surrounding communities will improve access by active modes,</p> <p>See also Policy SS/7 and NAAP</p>	<p>New settlements provide the opportunity to plan transport infrastructure from the outset. High quality public transport, cycle and walking links to surrounding communities will improve access by active modes.</p> <p>See also Policy SS/5</p>	<p>New settlements provide the opportunity to plan transport infrastructure from the outset. High quality public transport, cycle and walking links to surrounding communities will improve access by active modes.</p> <p>See also Policy SS/6</p>
7	<p>To ensure the strategy encourages healthy and active travel, supporting improved well-</p>	<p>More investment in interventions for pedestrians/cyclists/public transport users will improve accessibility by active modes, linking allocated sites with</p>	<p>The development strategy focusses development in sustainable locations. New settlements will have a degree of</p>	<p>High quality, permeable development will enable people to access their needs locally on foot or by cycle.</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access services and facilities,</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access services and facilities,</p>	<p>The new village will have a degree of self-containment, minimising the need to travel to access services and facilities, which</p>

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
	<p>being.</p> <p>See TSCSC Policies 1, 2, 3, 7, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, 20, 21, 22</p>	<p>employment and services, via (High Quality Passenger Transport HQPT).</p>	<p>self-containment, helping to minimise the need to travel to access services and facilities, as well as serving existing communities. Innovative use of technology and digital infrastructure enhancement to reduce the need to travel. HQPT, cycling and walking facilities, travel planning and other incentives to encourage sustainable travel behaviour. P&R expansion along corridors with major growth allocations. Locally led transport solutions can help connect to rural interchanges. Larger</p>	<p>HQPT and HQ cycle links along corridor to reduce single occupancy car use.</p> <p>See also Policy SS/8</p>	<p>which will also serve existing communities. The Guided Busway and adjoining cycleway links major housing and employment destinations, and removes car reliance for some journeys.</p> <p>See also Policy SS/7 and NAAP</p>	<p>which will also serve existing communities. Rail and bus services in this corridor will reduce private car use. High quality cycle and walking links to surrounding communities will improve access by active modes.</p> <p>See also Policy SS/5</p>	<p>will also serve existing communities. High quality public transport, cycle and walking links to surrounding communities will improve access by active modes. HQPT and HQ cycle links along corridor to reduce single occupancy car use.</p> <p>See also Policy SS/6</p>

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cams	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			<p>developments are subject to health impact assessment.</p> <p>See Policies SC/2, SC/10, SC/11, SC/13, SC/15, TI/2, TI/10, Chapters 2 & 3</p>				
8	<p>To manage the transport network effectively and efficiently.</p> <p>See TSCSC Policies 1, 2, 3, 4, 7, 8, 9, 10, 11, 12, 15, 20, 21, 22</p>	<p>More investment in interventions for pedestrians/cyclists/public transport users will improve accessibility, linking allocated sites with employment and services, via (High Quality Passenger Transport HQPT). Demand management potential to further manage road space in Cambridge and its approaches.</p>	<p>New settlements will have a degree of self-containment, minimising the need to travel to access services and facilities, and serve existing communities. Innovative use of technology and digital infrastructure enhancement to reduce the need to travel. HQPT, cycling and walking facilities, travel planning and other incentives to</p>	<p>HQPT, cycling and walking facilities, travel planning and other incentives to encourage sustainable travel behaviour. P&R expansion along corridors with major growth allocations.</p> <p>See also Policy SS/8</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access services and facilities, and serve existing communities. The Guided Busway provides HQPT, P&R and a segregated cycle route. Travel planning and other incentives to encourage sustainable travel behaviour. P&R expansion along corridors with major growth</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access services and facilities, and serve existing communities. HQPT, cycling and walking facilities, travel planning and other incentives to encourage sustainable travel behaviour. P&R expansion along corridors with major growth allocations.</p>	<p>The new village will have a degree of self-containment, minimising the need to travel to access services and facilities, and serve existing communities. HQPT, cycling and walking facilities, travel planning and other incentives to encourage sustainable travel behaviour. P&R expansion along corridors with major growth allocations.</p> <p>See also Policy</p>

Stated strategy objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			<p>encourage sustainable travel behaviour. P&R expansion along corridors with major growth allocations. Demand management to provide priority to non-car modes. Planned road improvements (A14, A428 and A10) will provide additional highway capacity.</p> <p>See Policies TI/2, TI/10, Chapters 2 & 3</p>		<p>allocations. See also Policy SS/7 and NAAP</p>	<p>See also Policy SS/5</p>	<p>SS/6</p>

Local Transport Plan 3 (November 2014)

Stated LTP3 objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
1	<p>Enabling people to thrive achieve their potential and improve their quality of life</p> <p>See TSCSC Policies 1, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19</p>	<p>More investment in interventions for pedestrians / cyclists / public transport users will improve accessibility, linking allocated sites with employment and services, via (High Quality Passenger Transport HQPT). The distinctive character of Cambridge will be preserved.</p>	<p>Provision of new facilities and services in new settlements will serve a wider catchment. Investment in High Quality Passenger Transport and cycle routes linking developments along corridors with jobs and services. These will serve new developments and existing residents. Investment in digital infrastructure will enable different ways of working. Larger developments are subject to health impact assessment.</p>	<p>HQPT will serve the A428 corridor. Improved cycle network to link surrounding villages. Stimulates community cohesion with existing areas.</p> <p>See also Policy SS/8</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access employment, services and facilities, and will also serve existing communities. The Guided Busway and adjoining cycleway links major housing and employment destinations, including those in the north and south of the city and will link with the new rail station. Services are frequent and existing services are very well used.</p>	<p>The new town will have a degree of self-containment, minimising the need to travel to access employment, services and facilities, and will also serve existing communities. Bus and rail provision. Improved cycle network linking nearby employment areas and villages. Stimulates strong community cohesion with existing areas.</p> <p>See also Policy SS/5</p>	<p>HQPT will serve the A428 corridor, looking both to Cambridge and St Neots. Improved cycle network to link surrounding villages. Stimulates community cohesion with existing areas.</p> <p>See also Policy SS/6</p>

Stated LTP3 objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			See Policies SC/2, TI/2, TI/10, Chapters 2 & 3		See also Policy SS/7 and NAAP		
2	Supporting and protecting vulnerable people See TSCSC Policies 7, 8, 9, 10, 11, 12, 14, 15, 16	See above	See above and working with local communities to improve community transport and innovative travel schemes. Larger developments are subject to health impact assessment. See Policies SC/2, TI/2, TI/10, S/2(f), Chapter 3	See above and travel information will be available in a variety of formats. See also Policy SS/8	See above and travel information will be available in a variety of formats. See also Policy SS/7 and NAAP	See above and travel information will be available in a variety of formats. See also Policy SS/5	See above and travel information will be available in a variety of formats. See also Policy SS/6

Stated LTP3 objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
3	<p>Managing and delivering the growth and development of sustainable communities</p> <p>See TSCSC Policies 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 20, 21, 22</p>	<p>Allocations will be linked to high quality walking, cycling and public transport networks, investment in strategic links for walking and cycling e.g. Chisholm Trail</p> <p>See Policy TSCSC2</p>	<p>The development strategy focusses development in sustainable locations. New settlements will have a degree of self-containment, helping to minimise the need to travel to access services and facilities, as well as serving existing communities. HQPT provision will serve allocated developments to enable highly viable public transport services linking housing and employment. CGB maintenance track has shown cyclists willing to cycle longer distances with good provision. Additional P&R along corridors with major growth.</p>	<p>Site permeability by foot and cycle is essential. Travel planning requirement through NPPF. High quality pedestrian / cycle links to and from neighbouring communities. Implementation of smarter choices package including travel planning. See TSCSC Policy 21 Planning Obligations for Bourn Airfield and West Cambourne and also Policy SS/8</p>	<p>High quality sustainable transport links including to and from neighbouring communities. Implementation of smarter choices package including travel planning.</p> <p>See Policy TSCSC 22 Planning Obligations for Northstowe and also Policy SS/7 and NAAP.</p>	<p>Additional road / junction capacity. High quality sustainable transport links including to and from neighbouring communities. Implementation of smarter choices package including travel planning.</p> <p>See Policy TSCSC 20 Planning Obligations for Waterbeach Barracks and also Policy SS/5</p>	<p>High quality pedestrian/cycle links to and from neighbouring communities. Implementation of smarter choices package including travel planning.</p> <p>See Policy TSCSC 21 Planning Obligations for Bourn Airfield and West Cambourne and also Policy SS/6</p>

Stated LTP3 objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			See Policy TSCSC 3 and Policies TI/2, Chapters 2 & 3.				
4	<p>Promoting improved skills and economic prosperity across the county, helping people into jobs and encouraging enterprise</p> <p>See TSCSC Policies 1, 8, 9, 10, 11, 12, 15</p>	<p>Provision for major employment allocations. HQPT, walking and cycling facilities linking jobs and housing will improve accessibility. Potential for demand management and reallocation of road space</p>	<p>Provision for employment allocations, focussed on the Cambridge area, and promoting clusters. Investment in digital infrastructure will encourage enterprise and enable different ways of working. HQPT, walking and cycling facilities, P&R expansion linking jobs and housing will improve accessibility.</p>	<p>HQPT links to West and NW Cambridge, with improved orbital routes for accessing employment destinations to the north and south of the city and will link with the new rail station.</p> <p>See also Policy SS/8</p>	<p>The new town will include employment provision. The Guided Busway and adjoining cycleway links major employment destinations, including those in the north and south of the city and will link with the new rail station.</p> <p>See also Policy SS/7 and NAAP</p>	<p>The new town will include employment provision. HQPT links to employment destinations especially via rail and bus, as well as by cycle.</p> <p>See also Policy SS/5</p>	<p>The new village will include employment provision. HQPT links to West and NW Cambridge, improved orbital routes for accessing employment destinations to the north and south of the city and will link with the new rail station.</p> <p>See also Policy SS/6</p>

Stated LTP3 objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			See Policies TI/2, TI/10, Chapters 2, 3 & 8.				
5	Meeting the challenges of climate change and enhancing the natural environment See TSCSC Policies 1, 7, 17, 18 and 19	Innovative use of technology and major programme of digital infrastructure enhancement to reduce the need to travel. Demand management options available to limit car use. HQPT, cycling and walking facilities, travel planning and other incentives to encourage sustainable travel behaviour	The development strategy focusses development in sustainable locations. New settlements will have a degree of self-containment, helping to minimise the need to travel to access services and facilities, as well as serving existing communities. Innovative use of technology and digital infrastructure enhancement to reduce the need to travel. HQPT, cycling and walking facilities, travel planning and other	HQPT and HQ cycle links along corridor to reduce single occupancy car use. See also Policy SS/8	The new town will have a degree of self-containment, minimising the need to travel to access services and facilities. The Guided Busway and adjoining cycleway links major housing and employment destinations, and removes car reliance for some journeys. See also Policy SS/7 and NAAP	The new town will have a degree of self-containment, minimising the need to travel to access services and facilities. Rail and bus services in this corridor will reduce private car use. HQ cycle routes - CGB maintenance track has shown cyclists willing to cycle longer distances with good provision. See also Policy SS/5	The new village will have a degree of self-containment, minimising the need to travel to access services and facilities. HQPT and HQ cycle links along corridor to reduce single occupancy car use. See also Policy SS/6

Stated LTP3 objectives		Local Plan Approach		Site specific locations			
		Cambridge City	South Cambs	Cambourne/ Cambourne West	Northstowe	Waterbeach	Bourn Airfield
			incentives to encourage sustainable travel behaviour. P&R expansion along corridors with major growth allocations. See Policies SC/10, SC/11, SC/13, SC/15, TI/2, TI/10, Chapters 2 & 3				

Appendix 6: Consistency of the Local Plans Transport Strategy with the National Planning Practice Guidance

The 'Transport evidence bases in plan making' section was added to the NPPG on 10 October 2014. Relevant parts of the NPPG are reproduced in italics, with the Councils' response in plain text underneath.

The NPPG advises that Local planning authorities should also refer to the Department for Transport's Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'. This appendix therefore goes onto to review the separate circular guidance.

Why establish a transport evidence base for Local Plans? (Paragraph: 001 reference ID: 54-001-20141010)

It is important for local planning authorities to undertake an assessment of the transport implications in developing or reviewing their Local Plan so that a robust transport evidence base may be developed to support the preparation and/or review of that Plan. A robust transport evidence base can facilitate approval of the Local Plan and reduce costs and delays to the delivery of new development, thus reducing the burden on the public purse and private sector.

The transport evidence base should identify the opportunities for encouraging a shift to more sustainable transport usage, where reasonable to do so; and highlight the infrastructure requirements for inclusion in infrastructure spending plans linked to the Community Infrastructure Levy, section 106 provisions and other funding sources.

Local planning authorities should also refer to the Department for Transport's Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'

RESPONSE:

- The Local Planning Authorities have undertaken a robust assessment of the transport implications of the local Plans, working in partnership with the County Council, who are the Local Transport Authority.
- The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC)⁸⁵ was developed in parallel with the draft Local Plans for Cambridge and South Cambridgeshire, and in partnership with Cambridge City Council and South Cambridgeshire District Council to ensure the future supply of development sites in locations which support sustainable forms of travel, whilst taking into account a range of other policy issues.
- One of the main objectives of the TSCSC is for more journeys to be made by bus, train, cycle and on foot.⁸⁶ The Transport Strategy includes an Action Plan which set out the transport infrastructure required to support Local Plan growth, much of this infrastructure is focused on encouraging increased usage of sustainable modes.⁸⁷

⁸⁵ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

⁸⁶ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policies TSCSC 2 and TSCSC 3

⁸⁷ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policies TSCSC 7 and TSCSC 14 and Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)

- The TSCSC includes planning obligation policies for the Local Plan major growth sites which set out the interventions that are expected to be required to help mitigate and support development at each major site (subject to more detailed Transport Assessments). This will help facilitate the delivery of development in accordance with the housing trajectory.⁸⁸
- Infrastructure requirements are reflected in the Infrastructure Delivery Study which accompanies the plans.⁸⁹
- It has informed the Community Infrastructure Levy Regulation 123 List and future approach to Section 106 Agreements.⁹⁰
- It has informed the identification of future funding sources, including the City Deal Bid.⁹¹

What is the purpose of a transport evidence base to support the Local Plan?

Paragraph: 002Reference ID: 54-002-20141010

A robust evidence base will enable an assessment of the transport impacts of both existing development as well as that proposed, and can inform sustainable approaches to transport at a plan-making level. This will include consideration of viability and deliverability.

A robust assessment will establish evidence that may be useful in:

- *improving the sustainability of transport provision*
- *enhancing accessibility*
- *creating choice amongst different modes of transport*
- *improving health and well-being*
- *supporting economic vitality*
- *improving public understanding of the transport implications of development*
- *enabling other highway and transport authorities/service providers to support and deliver the transport infrastructure that conforms to the Local Plan*
- *supporting local shops and the high street*

RESPONSE:

- Through the preparation of the Local Plans and the TSCSC, the authorities have prepared a robust evidence base, considering the impact of existing and proposed development, and the delivery of sustainable approaches to transport.

⁸⁸ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policies TSCSC 5, TSCSC 6, TSCSC 20 and TSCSC 21

⁸⁹ Cambridge and South Cambridgeshire Infrastructure Delivery Study Update 2013 (RD/T/020)

⁹⁰ South Cambridgeshire District Council Community Infrastructure Levy Supporting Information (RD/T/233) and South Cambridgeshire District Council Community Infrastructure Levy Draft Regulation 123 list (RD/T/234)

⁹¹ Greater Cambridge City Deal (RD/Strat/300)

- The TSCSC sets out the population, employment and housing growth information from the Local Plans and uses this to shape the transport strategy in terms of encouraging higher mode share of sustainable modes.⁹² It was informed by a modelling report⁹³ which considered travel by different modes, and took account of existing and previously planned development as well as new proposals.
- The TSCSC identifies accessibility as a challenge to be tackled and contains a number of interventions to enhance accessibility.⁹⁴
- The TSCSC aims to improve travel choices by improving the quality, frequency, reliability and coverage of sustainable modes of transport.⁹⁵ The TSCSC has a strong focus on healthy modes of travel, particularly cycling and walking, and also aims to improve air quality. It also contains measures to improve well-being by enhancing the public realm and streetscape.⁹⁶
- The TSCSC aims to support economic vitality by specifying the transport required to deliver the required homes and jobs in the area. It seeks to improve connections to existing business areas as well as planned new sites. It also seeks to address movement of people around the area to a range of destinations, for example orbital public transport movements around Cambridge.⁹⁷
- A widespread consultation on the TSCSC was undertaken to gauge public views of transport issues in the area, and also to raise awareness of the transport implications of development. The Draft TSCSC accompanied the consultation on the Proposed Submission Local Plans.⁹⁸
- We have liaised with other authorities and worked with stakeholders e.g. public transport providers to develop the strategy to gain their support and contribution where appropriate.
- The TSCSC⁹⁹ will support local shops and the high street by enhancing accessibility. This will be achieved by increasing cycle parking, improving the public realm, and improving the cycle and pedestrian network.
- TSCSC¹⁰⁰ includes an action plan, setting out a delivery programme for infrastructure. Through the City Deal process delivery of schemes is being progressed.¹⁰¹

⁹² Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Chapter 2

⁹³ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

⁹⁴ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policy TSCSC 9

⁹⁵ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policies TSCSC 8, TSCSC 10, TSCSC,11, TSCSC 12

⁹⁶ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policy TSCSC 12

⁹⁷ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policy TSCSC 9

⁹⁸ Consultation report for the TSCSC

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2, Draft Transport Strategy for Cambridge and South Cambridgeshire (RD/T/110), Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120), Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

⁹⁹ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹⁰⁰ Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)

¹⁰¹ Greater Cambridge City Deal (RD/Strat/300)

What key issues should be considered in developing the transport evidence base to support the Local Plan? Paragraph: 003Reference ID: 54-003-20141010

The key issues, which should be considered in developing a transport evidence base, include the need to:

- *assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms*
- *assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *highlight and promote opportunities to reduce the need for travel where appropriate*
- *identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate*
- *consider the cumulative impacts of existing and proposed development on transport networks*
- *assess the quality and capacity of transport infrastructure and its ability to meet forecast demands*
- *identify the short, medium and long-term transport proposals across all modes*

The outcome could include assessing where alternative allocations or mitigation measures would improve the sustainability, viability and deliverability of proposed land allocations (including individual sites) provided these are compliant with national policy as a whole.

RESPONSE:

- Through the plan making process there was full consideration of opportunities to support a pattern of development that, where reasonable to do so (taking account of a range of environmental, social and economic issues), facilitates the use of sustainable modes of transport and reduced the need to travel.
- Transport evidence developed through the SHLAA and SA process for the Local Plans considered transport impacts of specific development options.¹⁰² This was prepared in consultation with the Local Highway Authority and the Highways Agency. The Local Plan Sustainability Appraisals also considered the location of development, considering the sequential approach to development in the Cambridge area, and the location of potential options relative to services, facilities and employment, public transport and cycling opportunities. Guidance states that alternative allocations should

¹⁰² South Cambridgeshire Strategic Housing Land Availability Assessment (RD/Strat/120), Cambridge City Strategic Housing Land Availability Assessment (RD/Strat/130), Cambridge City Strategic Housing Land Availability Assessment Update 2013 (RD/Strat/140), South Cambridgeshire Draft Final Sustainability Appraisal Report and HRA Screening Report (RD/Sub/SC/060), Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 1: Final Appraisal for the Submission to the Secretary of State (RD/Sub/C/030) and Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan 2014. Volume 2: History of Site Allocations (RD/Sub/C/040)

be compliant with national policies as a whole. Whilst edge of Cambridge sites offer proximity benefits in transport terms, other planning issues must be a consideration.

- The transport implications of a range of development options, as well as the preferred development option, have been tested using the WebTAG compliant Cambridge Sub-Regional Model (CSRM).¹⁰³
- As part of the Cambridgeshire Local Transport Plan 3 (LTP3) and LTP3 refresh¹⁰⁴, the County Council have undertaken a Strategic Environmental Assessment¹⁰⁵ (including Health Impact Assessment), a Habitats Regulation Assessment and a Community Impact Assessment to assess the economic, social and environmental impacts.¹⁰⁶
- The CSRM was used to help identify multimodal transport mitigation measures which facilitate the use of sustainable modes of transport.¹⁰⁷
- The CSRM was able to consider the cumulative impacts across a range of modes from existing, committed, and proposed development. The full preferred development strategy has been tested which provides information on the transport implications across the whole strategy area.¹⁰⁸
- The CSRM was used to test committed transport investment (including the A14 upgrade and Cambridge Science Park Station) against the development options. A further series of tests investigated the improvements which could be made to the network by using a package of transport interventions. The modelling assessed modal share, trip growth and journey times.¹⁰⁹
- The Transport Strategy offers opportunities for transport improvements that will benefit existing as well as new communities. Examples include corridor improvements on the A428 and the A10.¹¹⁰
- The TSCSC Action Plan identifies the short, medium and long-term transport proposals across all modes.¹¹¹
- Public and stakeholder consultation was undertaken (at the same time as Local Plan Issues and Options consultation) to gauge views on the main issues and challenges for transport in the area.¹¹² The TSCSC was developed in light of the consultation responses received.¹¹³

¹⁰³ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁰⁴ Cambridgeshire Local Transport Plan 3 - 2011-2026 (RD/T/090), Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)

¹⁰⁵ LTP3 Refresh Strategic Environmental Assessment, Environmental Report Habitats Regulations screening (RD/T/094)

¹⁰⁶ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policies TSCSC 17, TSCSC 18 and TSCSC 19.

¹⁰⁷ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁰⁸ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁰⁹ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹¹⁰ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹¹¹ Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)

¹¹² Issues for a New Transport Strategy for Cambridge and South Cambridgeshire (RD/T/100)

¹¹³ Draft Transport Strategy for Cambridge and South Cambridgeshire (RD/T/110) and Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

- The TSCSC aims to reduce the need to travel through the use new technologies, increased levels of home working, installation of high-speed broadband and enhanced wi-fi coverage.¹¹⁴

When should the transport assessment of the Local Plan be undertaken? Paragraph: 004Reference ID: 54-004-20141010

An assessment of the transport implications should be undertaken at a number of stages in the preparation of a Local Plan:

- *as part of the initial evidence base in terms of issues and opportunities*
- *as part of the options testing*
- *as part of the preparation of the final submission*

The last of these stages should highlight the scale of and priorities for investment requirements and support infrastructure spending plans. Like a sustainability appraisal, it will be an iterative process and become more refined and detailed as the process draws to a conclusion.

RESPONSE:

- The Transport evidence base, and the preparation of the TSCSC was an iterative process that took place alongside the Local Plan preparation. Transport evidence became more refined and detailed through later stages of the process, as envisaged by the guidance.
- Transport issues in relation to individual sites were explored through the SHLAA and early stages of the Sustainability Appraisal, and information accompanied the Issues and Options consultations. Public consultation on issues and options for the TSCSC was undertaken alongside the Local Plan Issues and Options 2012.¹¹⁵
- The CSRM116 was used to assess the transport implications of a range of development options. (see modelling report phase 1). As options were tested and narrowed down, phase 2 considered options in more detail, including potential mitigation packages. Finally a third phase was undertaken, to refine the package of measures, to accompany the preferred development strategy. The modelling report accompanied consultation on the draft TSCSC and Local Plans.
- The TSCSC identifies and prioritises infrastructure provision.¹¹⁷ The Adopted TSCSC includes an action plan, setting out costs and investment priorities.¹¹⁸ Transport

¹¹⁴ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹¹⁵ Consultation report for the TSCSC

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

¹¹⁶ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹¹⁷ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹¹⁸ Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)

infrastructure requirements are identified in the Infrastructure Delivery Study¹¹⁹ which accompanies the local plans.

What baseline information should inform a transport assessment of a Local Plan?

Paragraph: 005 Reference ID: 54-005-20141010

The following list indicates the key aspects that should be addressed in the transport assessment. This list is not exhaustive, and there may be additional issues that are important to consider locally.

- *all current transport issues as they affect all modes and freight covering, for example, accessibility, congestion, mobility, safety, pollution, affordability, carbon reduction across the whole Plan area and, within relevant areas of the Plan, including existing settlements and proposed land allocations*
- *the potential options to address the issues identified and any gaps in the networks in the short, medium and longer term covering, for example, accessibility, congestion, mobility, safety, pollution, carbon reduction*
- *the locations of proposed land allocations and areas/corridors of development and potential options for the provision of sustainable transport and transport networks to serve them*
- *solutions to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport*
- *the scope and options for maximising travel planning and behavioural change.*
- *accessibility of transport nodes such as rail / bus stations to facilitate integrated solutions*

The transport assessment should be produced at a Local Plan level in partnership with all relevant transport and planning authorities, transport providers and key stakeholders, for example, the Local Economic Partnership. It may be appropriate for the transport assessment to cover an area wider than the Local Plan at least initially given the size of some travel to work areas (this would be similar to the Strategic Housing Market Assessment). This process should help to identify any potential measures that may be required to mitigate negative impacts.

RESPONSE:

- The development of the TSCSC considered the full range of transport issues using baseline information from public consultation¹²⁰, the 2011 census¹²¹, Traffic Monitoring

¹¹⁹ Cambridge City & South Cambridgeshire Infrastructure Delivery Study (RD/T/010) and Cambridge City & South Cambridgeshire Infrastructure Delivery Study Update (RD/T/020)

¹²⁰ Consultation report for the TSCSC

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

¹²¹ 2011 Census (RD/NP/150)

Reports¹²², Road Safety Monitoring Reports, Air Quality Monitoring Reports¹²³, Local Transport Plan indicators¹²⁴ and environmental information¹²⁵ The TSCSC contains the full package of interventions to address the issues identified and improve the transport network in the short, medium and longer term.¹²⁶

The TSCSC identifies the proposed land allocations and development corridors, measures to deliver sustainable transport solutions.¹²⁷

- The TSCSC and the Cambridgeshire Long Term Transport Strategy (LTTS) Action Plans¹²⁸ specify transport improvements for the major development sites and the transport corridors that serve them, including proposals for High Quality Public Transport, dedicated cycle routes, walking improvements, rail improvements and schemes aimed at reducing congestion.
- The TSCSC supports the development pattern specified in the Local Plans i.e. development focused in a number of locations rather than dispersed across the area. It does this by identifying the need for a network of High Quality Public Transport routes which link the new developments to the city and key employment sites. The strategy also requires the provision of high quality cycle links and pedestrian improvements to ensure that the new developments have high levels of sustainable travel.¹²⁹
- The TSCSC supports a range of travel planning and behavioural change initiatives. It includes the need for workplace, school and residential travel planning, as well as more targeted travel planning through personalised transport planning initiatives.
- The TSCSC contains a wide range of initiatives to improve access to rail and public transport interchanges, including increased cycle parking, enhanced cycle routes, rural, and improved information.¹³⁰
- The highway demand within the modelling procedure is segmented by vehicle type to allow differing patterns of base distribution and future growth between private and freight vehicles to be captured (as aligned with WebTAG).
- The TSCSC¹³¹ was produced by the County Council in partnership with the Local Planning Authorities, and in consultation with stakeholders. It also forms part of the Local Transport Plans, ensuring coordination of measures across the wider County area and beyond.

**What detailed information is required for the transport assessment of the Local Plan?
Paragraph: 006Reference ID: 54-006-20141010**

Much information required for the transport assessment will already be available, not least from the development needs and land availability assessments. Local planning authorities

¹²² Traffic Monitoring Report (RD/T/140) 2013

¹²³ Air Quality Monitoring reports <https://www.scambs.gov.uk/content/local-air-quality-management>

¹²⁴ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) Indicators are set out on page 2-3

¹²⁵ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policies TSCSC 2, TSCSC 3, TSCSC 4, TSCSC 7, TSCSC 8 TSCSC 9, TSCSC 10, TSCSC 11, TSCSC 12, TSCSC 13 TSCSC 15)

¹²⁶ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹²⁷ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹²⁸ Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)

¹²⁹ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policy TSCSC 7

¹³⁰ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policies TSCSC 8-19

¹³¹ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

will need to consider the demographics of the area and also the desired or perceived changes likely to take place in the life of the Plan as they might affect the transport network.

Other considerations that could be included are:

- *baseline existing conditions, which need to be established accurately to understand fully the context of the Local Plan policies and proposals*
- *the existing integrated transport networks and any gaps in these as well as service and quality*
- *opportunities to change to other forms of transport*
- *the current use and demand by all different types of transport including cumulative trips into and out of the area*
- *the availability of information from travel plans, previous assessments, transport operators etc.*
- *capacity data on rail and tram networks and constraints across the area*
- *walking and cycling facilities and movements including future predicted trips*
- *description and functional classification of the road network*
- *current traffic flows including peak periods on roads, links and key junctions*
- *parking facilities, including any park and ride and existing under-provision of off-street parking spaces*
- *journey purpose of trips*
- *identification and assessment of key links and junctions on the highway network to establish existing conditions*
- *committed network improvements*
- *personal injury accident records, including cyclist safety*
- *any programmed public transport improvements including type, timing and promoter information*
- *pollution, including baseline carbon emissions broken down by type of travel*
- *existing transport-related environmental impacts*
- *established best practice in transport provision and the share of each type*
- *at a broad level, journey purpose and origin and destination currently and how it is likely to change or desired to change – for all types of transport*

The above is not exhaustive, and other issues may need to be included as appropriate to give a complete baseline for the Plan area and how it will change. Early engagement between interested parties is important in agreeing the level and scope of assessment required.

RESPONSE:

- There is a wealth of transport data and information which has been used to support the development of the Local Plans and transport plans – much of this is existing information. The County Council as Local Highway Authority has worked alongside the Local Planning Authorities to ensure land use and transport proposals were developed together.
- LTP3 sets out the existing integrated transport networks across Cambridge and South Cambridgeshire. LTP3 indicators¹³² include road safety, travel trends, environment and air quality, and road and footway conditions. The LTP identifies issues and challenges which existing for the transport network, including travel demand, travel by different modes, safety and health issues.¹³³
- TSCSC includes trends in travel behaviour and trip making, including Census data e.g. demographics, travel to work characteristics, car/van availability, housing, labour markets, Journey time data and congestion information¹³⁴.
- Walking and cycling movements and trips are set out in the Traffic Monitoring Report¹³⁵, LTP3 Challenge 3¹³⁶, and TSCSC public consultation responses informed TSCSC Policy 12¹³⁷.
- Cambridgeshire County Council Traffic Monitoring Report 2013¹³⁸ identifies current use of the network, including usage figures of the Cambridge urban Park and Ride sites and annual usage figures for the Cambridge Busway..
- TSCSC includes traffic count data provided by the Department for Transport for the 'A' road and motorway network. This data is used to produce estimates of traffic growth on minor roads.¹³⁹
- Travel for Cambridgeshire gather travel planning information¹⁴⁰ which supports and is supported by the LTP and TSCSC.
- LTP3 includes major schemes to improve the transport network, including a new station and interchange at Chesterton and Ely southern link road.¹⁴¹
- The Transport Delivery Plan¹⁴² sets out an action plan to fill gaps in the network and where service and quality improvements are needed, based on LTP3. Local Transport Plan 3 (LTP3) – updated and adopted November 2014 to reflect/work together with emerging Local Plans to 2031. This is the highest level statutory policy and strategy

¹³² Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)
Indicators are set out on page 2-3.

¹³³ Local Transport Plan 3 (RD/T/093) Chapter 3.

¹³⁴ 2011 Census (RD/NP/150)

¹³⁵ Traffic Monitoring Report (RD/T/140) 2013 Page 43.

http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/117/road_traffic_data

¹³⁶ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) Pages 4-29 – 4-56.

¹³⁷ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Page 4-21.

¹³⁸ Traffic Monitoring Report (RD/T/140) 2013

¹³⁹ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Page C-2 and Department for Transport traffic count data for 'A' Roads and Motorways in Cambridgeshire <http://www.dft.gov.uk/traffic-counts/area.php?region=East+of+England&la=Cambridgeshire>

¹⁴⁰ Travel for Cambridgeshire <http://www.tfw.org.uk/about.php>

¹⁴¹ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) Pages 4-43 - 4-45 and pages 4-17 - 4.19.

¹⁴² Transport Delivery Plan 2014/15 to 2015/16 (RD/T/096) Cambridge City works programme pages 11-16, South Cambridgeshire works programme pages 35-40.

document for transport in Cambridgeshire. This is supported by the TSCSC Action Plan and emerging City Deal schemes¹⁴³.

- CSRM modelling¹⁴⁴ was used to consider the impact of developments, identify constraints, and to identify the package of transport mitigation measures. CSRM and individual survey work ensures data is available for the principal modes of travel across the sub region including walk, cycle, bus, guided bus, park and ride and highway. Capacity data from TSCSC consultation exercise¹⁴⁵, TSCSC modelling report¹⁴⁶ sets out constraints across the area, rail improvements will be sought through Policy TSCSC 10¹⁴⁷.

**How can a transport assessment of the Local Plan be undertaken? Paragraph:
007Reference ID: 54-007-20141010**

A transport assessment is likely to be scenario based and in terms of projections look at a range of potential outcomes given a number of assumptions, for example, a movement in the proportion of people using different forms of transport consistent with best practice.

Transport data should be included that reflects the typical (neutral) flow conditions on the network (for example, non-school holiday periods, typical weather conditions etc.) in the area of the Plan, and should be valid for the intended purposes. It should also take account of holiday periods in tourist areas, where peaks could occur in periods that might normally be considered non-neutral. The recommended periods for data collection are spring and autumn, which include the neutral months of April, May, June, September and October. Further advice is available from the Highways Agency, as described for traffic in the [Design Manual for Roads and Bridges \(Volume 13, Part 4\)](#).

In terms of road traffic, but not other types of traffic, where there is a need to project existing or historical traffic data for future year assessments, the preferred option is the use of appropriate local traffic forecasts (such as the Trip End Model Presentation Program used for transport planning purposes), provided they offer a robust assessment. In some cases, National Road Traffic Forecast growth rates would be appropriate. However, it is important to ensure that this does not just perpetuate existing travel patterns but, where reasonable to do so, facilitates the use of sustainable modes of transport.

The use of any area-wide traffic models or background growth rates should be agreed with the relevant transport or highway authority at the evidence gathering stage of the Local Plan. Care needs to be taken when considering using any model that it takes account of the need to address historic travel patterns not necessarily reinforce them.

¹⁴³ Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120) and Greater Cambridge City Deal (RD/Strat/300)

¹⁴⁴ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁴⁵ The consultation report for the TSCSC
http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/2

¹⁴⁶ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁴⁷ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Page 4-10

To assess the availability of the capacity of the road network, the transport assessment should take into account:

- *recent counts for peak period turning movements at critical strategic junctions, for example, in certain instances where there is known to be a significant level of heavy goods vehicles traffic, a classified count (identifying all vehicles separately) should be provided*
- *12 hour/24 hour automatic traffic counts*

Additional counts that may be required on the strategic parts of the road network could include:

- *manual turning counts (which should be conducted at 15 minute intervals) to identify all strategically relevant highway network peak periods*
- *queue length surveys at key strategic signal junctions to establish demand and actual traffic flows*
- *journey time surveys*
- *freight counts*
- *abnormal load counts*
- *pedestrian and cyclists counts*

Capacity assessments for roads, rail and bus should also be obtained.

RESPONSE:

- The use of CSRM was agreed with Cambridgeshire County Council, Highway Authority, at an evidence gathering stage of Local Plan preparation.¹⁴⁸
- CSRM is an established dynamic land use and transportation model, which incorporates housing, employment, transport demand and transport infrastructure. Testing with the model allows the outcomes of differing strategies to be independently assessed, to identify which perform best across a range of criteria, including changes in travel behaviour, and patterns of job growth and employed residents.
- The CSRM is a strategic, multi-modal model that fully covers four of the five Cambridgeshire Districts as well as small amounts of Fenland. The model is used extensively in the area for large developments and proposals, including having been used in the past for the appraisal of the A14 upgrade schemes for the Highways Agency as well as the Transport Innovation Fund bid (Congestion TIF). The software that supports the model was developed by experts from the Department of Architecture and Land Studies at the University of Cambridge, with extensive and detailed data planning related inputs supplied by Cambridgeshire County Council. Its structure and response parameters are WebTAG compliant, which means it is

¹⁴⁸ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

compliant with government guidance for transport models of this type and has used government guidance and published forecasts to predict patterns into the future. This includes parameters related to forecast increases in parameters such as fuel price change and public transport fare changes as well as parameters that control traffic forecasts over time such as car ownership trends and corresponding vehicle occupancy trends, allowing for a greater degree of certainty in the modelling outputs. It is monitored and updated periodically to ensure its validity.

- The transport implications of a range of development options, as well as the preferred development strategy for Cambridge City and South Cambridgeshire Local Plans to 2031 have been tested in the CSRSM as part of the development of TSCSC. The modelling was carried out in three phases, Phase 1 testing 7 scenarios, Phase 2 testing short-listed strategic options and Phase 3, the proposed submission Local Plan scenarios were tested.
- Periodic updates of CSRSM are undertaken to ensure model validity.
- LTP policy and strategy interventions for many years have sought to change reliance on the private car and has had considerable success in the Plans' areas to change travel behaviour.¹⁴⁹
- More detailed modelling at specific junctions and links on the road network would be undertaken as development proposals come forward.

How should the impact of land allocations be considered in assessing the transport implications of the Local Plans? Paragraph: 008Reference ID: 54-008-20141010

The first step in quantifying the impact of proposed land allocations in the Local Plan on the transport system is to provide an estimate of the person trips (for all types of transport) that are likely to be generated by it.

In all cases, an analysis of development-related trips using an appropriate database or an alternative methodology should be agreed with the relevant highway authorities, as this will form the major element of the assessment.

An assessment of the impacts of the proposed additional land allocations can be initiated once initial potential allocations have been determined. There needs to be a description of the type of development at each of the locations proposed in as much detail as possible at the time. Where this is not possible, a "likely" scenario will need to be employed to set out the potential transport impact. Information that could be required includes:

- *location plans of each site*
- *description of all the proposed land uses*
- *scale of development – such as the number of residential units or gross floor area of development – subdivided by land use where appropriate/possible*
- *site area in hectares*

¹⁴⁹ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) e.g. page 4-9, 4-55 Core Scheme, Citi bus network, Park & Ride, travel planning

- *likely proposed access to existing transport infrastructure for all types of travel*
- *where known, the likely proposed parking strategy*
- *development phasing, where applicable*
- *potential for securing travel planning benefits and enhanced sustainable transport provision*

The above requirements are not exhaustive and will require adaptation to reflect the knowledge about the potential site allocations and developments as well as the type and scale of the proposed developments.

RESPONSE:

- Modelling undertaken in the preparation of TSCSC and to support the local plans, using CSRSM.¹⁵⁰
- CSRSM covers the Cambridge sub region so can take account of land allocations across both the Local Plan areas and beyond.
- The CSRSM looks at the impact of additional trips on the network across all modes, apportioning trips to destinations and travel mode based on availability of choices and prevailing transport costs.
- The proposed submission Local Plan scenarios were tested, including location plans, description of land uses, scale of development, area, likely access arrangements.
- Mitigation measures and potential transport improvements were tested through the CSRSM.
- The Long Term Transport Strategy (LTTS)¹⁵¹, and Action Plans¹⁵² and TSCSC support the Local Plans' development pattern of development focused in a number of locations, supported by High Quality Public Transport (walking & cycling) routes which linking new developments with Cambridge and the key employment sites to encourage sustainable travel as set out in TSCSC Policy 7).¹⁵³
- TSCSC Policy 6: Transport Assessments, sets out the requirement for Transport Statements and Transport Assessments for new development. Early engagement with the Highway Authority is encouraged and for larger developments, robust land use and transport modelling is required.¹⁵⁴

How should safety considerations be addressed and accident analysis used effectively in the transport assessment of the Local Plan? Paragraph: 009 Reference ID: 54-009-20141010

All types of transport should be covered by safety considerations and accident analysis, taking into account the objective of facilitating, where reasonable to do so, the use of

¹⁵⁰ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁵¹ Cambridgeshire Long Term Transport Strategy (LTTS) Adopted November 2014 (RD/T/095)

¹⁵² Transport Strategy for Cambridge and South Cambridgeshire Action Plan (RD/T/120)

¹⁵³ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policy TSCSC 7

¹⁵⁴ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policy TSCSC 6

sustainable modes of transport. The level of detail required will be dependent on the stage of the Local Plan.

The transport assessment should identify any significant highway safety issues and provide an analysis of the recent accident history of the affected/impacted areas. The extent of the safety issue considerations and accident analysis will depend on the scale and type of developments in the context of the character of the affected Strategic Road Network. The need to minimise conflicts between vehicles and other road user groups should be adequately addressed.

Critical locations on the road network with poor accident records should be identified. This is to determine if the proposed land allocations will exacerbate existing problems and whether highway mitigation works or traffic management measures will be required to alleviate such problems. The accident records should be compared with accident rates on similar local roads.

Where the Strategic Road Network is involved, we recommend that appropriate national statistics are also used as a comparison.

RESPONSE:

- Provision of safe access related to specific sites was considered through the SHLAA process, in consultation with the Local Highway Authority.¹⁵⁵
- The road safety evidence base is set out in LTP3 and TSCSC.¹⁵⁶
- LTP3 Challenge 6¹⁵⁷: Addressing the main causes of road accidents in Cambridgeshire is one of the main strategy focuses of LTP3 and illustrates that safety considerations and accident analysis has provided evidence for the Local Plan preparation.
- LTP3 also contains the following four road safety indicators which are monitored on an annual basis¹⁵⁸
 - LTP01 People killed or seriously injured in road traffic accidents
 - LTP02 Children killed or seriously injured in road traffic accidents
 - LTP03 Pedestrians and cyclists killed or seriously injured in road traffic accidents
 - LTP04 Road accident casualties slightly injured
- LTP3 sets out the key areas of road safety engineering¹⁵⁹
 - Accident Investigations: Reviews looking at the accident history, site conditions and potential treatments at identified accident cluster and fatal collision sites.

¹⁵⁵ South Cambridgeshire Strategic Housing Land Availability Assessment (RD/Strat/120), Cambridge City Strategic Housing Land Availability Assessment (RD/Strat/130) and Cambridge City Strategic Housing Land Availability Assessment Update 2013 (RD/Strat/140)

¹⁵⁶ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) and Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹⁵⁷ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) Challenge 5 pages 4-69 – 4-85

¹⁵⁸ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) pages 2-6 – 2-8:

¹⁵⁹ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) page 4-81

Minor road safety works: Low cost treatment at junctions or short sections of road with a history of collisions.

- Local safety schemes: More significant works costing between £50,000 and £500,000 targeted at reducing casualties at a junction, short section of road or along a route.
- Road Safety Audit: A review of any proposed highways works to consider the potential longer term safety implications.
- Safety Camera partnership: Management and maintenance of road side camera infrastructure. Joint working with the Police. Data analysis and review of sites.
- Liaison with Highways teams: Working with other teams in the county council to influence highways design and choice of materials so that where possible all works on the highway add to the creation of a safer road environment.
- Policy TSCSC 16: Road Safety¹⁶⁰ again illustrates and carries forward the road safety policy basis set out in the LTP¹⁶¹ and two of the main challenges for the strategy are identified as ‘Improving road safety’ and ‘Tackling stretches of road or junctions where there are accident or congestion problems’.¹⁶²
- Cambridgeshire County Council as Highway Authority is a member of the Cambridgeshire and Peterborough Road Safety Partnership which works with the Police and others to reduce road accidents and raise road safety awareness. They publish the Road Safety Handbook.¹⁶³ Partnership working means that comparisons can be drawn across a wider area.
- In TSCSC it states “The Department for Transport published a ‘Strategic framework for road safety’ in May 2011. In line with this document, the organisations involved locally in delivering road safety will make new connections and build on existing relationships with other local agendas, such as public health and sustainable travel. In terms of the wider public health agenda, there will be increased focus on the removal of barriers to increased levels of walking and cycling.”¹⁶⁴ This clearly makes links with encouraging sustainable travel.

How is the WebTAG approach useful in the transport assessment of the Local Plan?

Paragraph: 010Reference ID: 54-010-20141010

An assessment should adopt the principles of [WebTAG](#) by assessing the potential impacts of development within the framework of WebTAG objectives. For most Local Plan assessments the full methodology recommended will not be appropriate. The Highways Agency’s [Project Appraisal Report System](#) may provide some useful guidance on methods more appropriate in these cases. Assessments involving major new transport infrastructure should, however, employ the methods set out in WebTAG.

¹⁶⁰ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Policy TSCSC 16 pages 4-35 – 4-36

¹⁶¹ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)

¹⁶² Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Page 2-7

¹⁶³ Cambridgeshire and Peterborough Road Safety Partnership Handbook

http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/136/road_safety

¹⁶⁴ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) page 4-35

Although this approach is typically applied when planning for local transport infrastructure, adopting this approach for Local Plan transport assessments will ensure that any proposed land allocation impact is considered in the context of two alternative scenarios – ‘with development’ and ‘without development’ – and will enable a comparative analysis of the transport effects of the proposed allocation.

REPOSENSE:

- The Cambridge Sub Regional Model (CSRM) is a WebTAG compliant model.¹⁶⁵
- The CSRM was used to test the development options and assessed modal share, trip growth and journey times.¹⁶⁶
- The full preferred development strategy has been tested and provides information on the transport implications across the whole strategy area.¹⁶⁷

Over how long a period should the assessment of the transport impact of the Local Plan cover? Paragraph: 011Reference ID: 54-011-20141010

The assessment should ideally cover the period of the Local Plan, taking into account all the changes and improvements in, for example, technology and behaviour that is likely to happen in that time. [Circular 02/2013](#) sets out provisions for the Strategic Road Network and assessment years at paragraphs 25 to 27.

REPOSENSE:

- The CSRM has modelled a number of scenarios including the preferred development strategy to 2031.¹⁶⁸
- LTP3 was refreshed to reflect the longer timescales for the Local Planning Authorities’ emerging Local Plans to 2031 and to provide support for future planned development and the growth agenda more widely.¹⁶⁹
- TSCSC also covers the period to 2031 to ensure that land use and transport planning come forward together and inform and are informed by one another.¹⁷⁰
- The objectives for TSCSC¹⁷¹ include:
 - To ensure that the transport network supports the economy and acts as a catalyst for sustainable growth.
 - To enhance accessibility to, from and within Cambridge and South Cambridgeshire (and beyond the strategy area).

¹⁶⁵ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁶⁶ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁶⁷ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁶⁸ Cambridge Sub Regional Transport Modelling Report for Cambridge and South Cambridgeshire Local Plans (RD/Strat/160)

¹⁶⁹ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093)

¹⁷⁰ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹⁷¹ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Strategy Objectives Pages 2-7 – 2-8

- To ensure good transport links between new and existing communities, and the jobs and services people wish to access.
- The TSCSC policies 1, 2, 3, 7, 9, 12, 15, 20, 21 and 22 are all relevant here.¹⁷²

The LTP¹⁷³ and TSCSC¹⁷⁴ also sets out the authorities' vision for improving digital infrastructure and technology and the impact this would have on behaviour and travel patterns over the Plan period.

Compliance with the Department for Transport's Circular 02/2013 'The Strategic Road Network and the Delivery of Sustainable Development'

Engagement with the Highways Agency

The Councils all have the Highways Agency as a statutory consultee in their plan making and strategy making process. In the case of the Local Plans, the HA was consulted at all stages of the plan and this was also the case for the various Transport Strategies.

The strategic road network and economic growth

"9. Development proposals are likely to be acceptable if they can be accommodated within the existing capacity of a section (link or junction) of the strategic road network, or they do not increase demand for use of a section that is already operating at over-capacity levels, taking account of any travel plan, traffic management and/or capacity enhancement measures that may be agreed. However, development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

"10. However, even where proposals would not result in capacity issues, the Highways Agency's prime consideration will be the continued safe operation of its network."

RESPONSE:

The HA have been consulted throughout the plan making process. They have made no representations to the Cambridge Local Plan. They have made representations to the South Cambridgeshire Local Plan, indicating that they have no reason to object to the plan¹⁷⁵.

"11. Local authorities and developers will be required to ensure that their proposals comply in all respects with design standards. Where there would be physical changes to the network, schemes must be submitted to road safety, environmental and non-motorised user audit procedures, as well as another assessment appropriate to the proposed development."

¹⁷² Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120)

¹⁷³ Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh) Adopted November 2014 (RD/T/093) Connecting Cambridgeshire page 4-28 and Smarter Working page 4-56

¹⁷⁴ Transport Strategy for Cambridge and South Cambridgeshire (RD/T/120) Digital and technology changes and improvements pages 4-41 – 4.43

¹⁷⁵ South Cambridgeshire Submission Local Plan Representation 61235

RESPONSE:

An initial assessment of each site and any impacts to the network was carried out by the highways authority to check for initial compliance. More detailed assessments would be required at later stages of the Planning Process – particularly the Transport Assessment – which is required in both Local Plans and also the TSCSC.

PLAN MAKING

Interaction with the strategic road network

“12. The preparation and delivery of Local Plans provides an opportunity to identify and support a pattern of development that minimises trip generation at source and encourages the use of sustainable modes of transport, minimises journey lengths for employment, shopping, leisure, education and other activities, and promotes accessibility for all. This can contribute to environmental objectives and also reduce the cost to the economy arising from the environmental, business and social impacts associated with traffic generation and congestion.”

13. To make most efficient use of the limited available capacity on the strategic road network, and because additional physical capacity is difficult, costly and takes time to provide, the Highways Agency will engage in the Local Plan process to reduce the potential for creating congestion on the strategic road network.”

RESPONSE:

As addressed in the response to 7a issues elsewhere in this statement, the Plan Making process considered the creation of a sustainable pattern of development, taking account of a range of economic, social and environmental issues, supported by transport infrastructure improving opportunities for existing communities to access sustainable modes of travel as well as new communities.

Location of development

“14. In framing its contribution to the development of Local Plans, the Highways Agency’s aim will be to influence the scale and patterns of development so that it is planned in a manner which will not compromise the fulfilment of the primary purpose of the strategic road network.”

15. In order to develop a robust transport evidence base, the Agency will work with the local authority to understand the transport implications of development options. This will include assessing the cumulative and individual impacts of the Local Plan proposals upon the ability of the road links and junctions affected to accommodate the forecast traffic flows in terms of capacity and safety. Such assessments should be carried out in line with current Department for Transport guidance or on a basis otherwise agreed with the Highways Agency.”

RESPONSE:

The Councils have worked with the Highways Agency throughout the plan making process, including consulting the HA on specific development sites with regard to impact on their network. Each site in Local Plan has been assessed at high level during the SHLAA process to identify likely access arrangements and any potential impacts on the SRN. Local Plans were also supported by CSR modelling.

Promoting sustainable transport solutions through Local Plans

“16. Through the production of Local Plans, development should be promoted at locations that are or can be made sustainable, that allow for uptake of sustainable transport modes and support wider social and health objectives, and which support existing business sectors as well as enabling new growth.”

“17. The Highways Agency will work with local authorities and developers to identify opportunities to introduce travel plan and demand management measures through the Local Plan. These will be based on existing and proposed patterns of development in a manner that will support sustainable transport choice and retain capacity within the transport network so as to provide for further development in future Plan periods.”

RESPONSE:

The development strategy will support uptake of sustainable transport modes, and be supported by infrastructure to enable travel by non-car modes. Proposals in the Transport Strategy for ‘corridor’ approach to improving transport (particularly the focus on HQPT links along corridors) also gives opportunity to improve the situation for existing users of the SRN.

Travel Plans for sites will come through the Planning Process – at the same time or as part of outputs from as the Transport Assessment. The plans and TSCSC make provision for this.

Capacity enhancement

“18. Capacity enhancements and infrastructure required to deliver strategic growth should be identified at the Local Plan stage, which provides the best opportunity to consider development aspirations alongside the associated strategic infrastructure needs. Enhancements should not normally be considered as fresh proposals at the planning application stage. The Highways Agency will work with strategic delivery bodies to identify infrastructure and access needs at the earliest possible opportunity in order to assess suitability, viability and deliverability of such proposals, including the identification of potential funding arrangements.”

“19. Where a potential capacity need is identified, this will be considered and weighed alongside environmental and deliverability considerations. Additional capacity may be considered in the context of the Highways Agency’s forward programme of works, balancing

the needs of motorists and other road users with wider impact on the environment and the local/regional community.”

RESPONSE:

Infrastructure required to deliver sites identified in both the Local Plans and the TSCSC.

Appendix 7: Compliance of Policy 82 and Appendix L of the Cambridge Local Plan with NPPF Paragraph 39

A7.1. This appendix addresses the compliance of Policy 82 and Appendix L of the Cambridge Local Plan with paragraph 39 of the NPPF.

NPPF paragraph 39: If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
 - Policy 82 supports a minimum limit on cycle parking and a maximum limit on car parking provision listed in Appendix L subject to the accessibility of the site to public transport. Appendix L, paragraph L.6 indicates a need to assess the likely impact on neighbouring streets and the transport network when considering the site's parking requirements. This assessment should consider how easily residents will be able to access the City Centre and local/district centres by foot and bicycle.
- *the type, mix and use of development;*
 - Policy 82 supports a minimum limit on cycle parking and a maximum limit on car parking provision listed in Appendix L subject to the nature and use of the development. Appendix L, paragraph L.6 indicates a need to assess the type of development. Tables L.1 - L.9 explain the car parking requirements for different development uses. Tables L.10 and L.11 explain the cycle parking requirements for residential and non-residential uses, respectively.
- *the availability of and opportunities for public transport;*
 - Policy 82 permits car-free and car-capped developments where access to a district centre or the City Centre are within easy reach by foot and bicycle and there is high quality public transport accessibility nearby.
 - Policy 82 also sets a limit to the number of car parking spaces that should be provided, dependent on its location within a controlled parking zone (CPZ) or outside a CPZ. Transport assessments will also play a key role in determining the optimal level of car parking. Mixed-use developments and retail parks may lead to a reduce number of parking spaces due to an increase in linked trips associated with these developments.
- *local car ownership levels; and*
 - Policy 82 sets a limit on the number of car parking spaces that should be provided. These restrictions are reflected in Appendix L and take account of particular local circumstances. For example, students make up approximately a fifth of the local population. Undergraduates at the University of Cambridge are subject to proctorial restrictions which prevents them from keeping a car in the city. Anglia Ruskin University students in managed ARU student accommodation are also subject to similar restrictions and reduce the overall need for car parking provision in new student developments.

- *an overall need to reduce the use of high-emission vehicles*
 - In order to implement the vision of Cambridge as an environmentally sustainable city, the reduction of per capita carbon emissions in Cambridge while supporting growth is a key challenge that the city needs to address.
 - Policy 82 should help manage the growth of car use/need in new developments include car free new developments. These measures should, in turn reduce, if not stabilise the need for vehicle usage in Cambridge and promote alternative, more sustainable forms of transport.
 - The supporting text of Policy 82, paragraph 9.30¹⁷⁶ encourages the provision of car club spaces at new developments in order to reduce the need for individual car ownership. Similarly, where viable, the Council may seek low emission vehicle infrastructure at major new developments, including electric vehicle charging / plug-in points or the infrastructure required to provide this in the future.

A7.2. The following list highlights the key evidence (with referenced sources) which have influenced and supported the development of Policy 82 and Appendix L. These are:

1. Compliance with the Framework: Policy 82 accords with the National Planning Policy Framework, as the standards, set out as maximums are based on projected future car ownership levels to 2031¹⁷⁷.

The policy criteria should also ensure sufficient provision of disabled car parking, as required by paragraph 35 of the Framework.

2. Reduced dependence on car commuting by Cambridge residents: only 30% of journeys to work by Cambridge residents were made by car in 2011, a 20% decrease since 2001, and one of the lowest proportions in the country outside of London. In 2011, approximately 29% (26% in 2001) of all journeys to work in Cambridge were by bicycle, the highest proportion in the United Kingdom¹⁷⁸.
3. Promotion of more efficient car travel: the Third Cambridgeshire LTP 2011-2031: Long Term Transport Strategy, amongst a range of proposals for towns and cities, promote car sharing and low emission vehicles as ways to improve efficiency and reduce the overall impacts of car use¹⁷⁹.
4. The local circumstances criteria were developed to ensure that when setting the level of parking within maximum standards, developers must give due

¹⁷⁶ RD/Sub/C/010, page 223.

¹⁷⁷ RD/T/150 - Residential Car Parking Research, DCLG, (2007).

¹⁷⁸ RD/T/093 - Cambridgeshire Local Transport Plan 2011-2031 (LTP3 Refresh), Cambridgeshire County Council, (2014).

¹⁷⁹ RD/T/095 - Cambridgeshire Long Term Transport Strategy (LTTS) Adopted November 2014, Cambridgeshire County Council, (2014)

consideration to the nature of the development and its relationship to the specific local circumstances¹⁸⁰

5. Extensive public consultation. Following the Issues and Options¹⁸¹ consultation, with a spread of support across the three options put forward, it was decided that the three options could be combined. The upshot of this was that maximum parking standards at 'origin' destinations (i.e. residential development) would be updated to accord with projected car ownership levels, as suggested by the NPPF and relevant guidance documents¹⁸², to ensure no under or over provision of car parking. In addition to this, the maximum parking standards at destination development were proposed to be kept the same, as these were seen by a number of respondents to the consultation to be around the right levels. This was supported by the 2011 Census results, which showed that the numbers of people driving to work dropped considerably, whilst those using more sustainable modes increased. A number of responses to Issues and Options 2 consultation also verified this policy approach, with support for the proposed parking standards, as well as some calls for further reductions to be made to the numbers¹⁸³.

However, one aspect of the criteria consulted upon was altered as a result of the Issues and Options 2 consultation. Originally, it read: "For Major developments and developments that are likely to place significant increased demand for parking in an area, the current parking situation in the surrounding area should be considered, including the presence of parking controls; high demand for on-street parking and conflict with commuter parking. This would inform the setting of on-site parking levels within the development."¹⁸⁴

Some respondents stated that they considered this facet of the criteria to be confusing, blurring the line between what are the City Council's and the Highways Authority's responsibilities. Following discussions with the Transport Assessment team at Cambridgeshire County Council, it was proposed that this part of the criteria in Appendix L.6 is simplified to read: "For developments requiring a Transport Assessment it should be demonstrated that the level of parking proposed is consistent with the recommendation of this Transport Assessment. "This is appropriate as a Transport Assessment would cover the issue of car parking and any dispersal of car parking on to surrounding streets"¹⁸⁵.

¹⁸⁰ RD/T/040 - Manual for Streets 1 and 2, DfT, (2007) and RD/T/170 - Car Parking: What Works Where?, HCA, (2006).

¹⁸¹ RD/LP/240: Options 186 – 188, pages 289 – 291.

¹⁸² RD/T/130 Research into the use and effectiveness of maximum parking standards; RD/T/150 Residential Car Parking Research; RD/T/160: Guidance Note: Residential Parking; and RD/T/170 - Car Parking: What Works Where?, HCA, (2006)

¹⁸³ RD/CR/320 - Development Plan Scrutiny Sub Committee 13 December 2012 – Issues and Options 2, Site Options Consultation, Cambridge City Council, (2012) and RD/NP/150 - 2011 Census results, ONS, (2011).

¹⁸⁴ RD/LP/270, page 115, Option J.3.

¹⁸⁵ RD/CR/320 - Development Plan Scrutiny Sub Committee 13 December 2012 – Issues and Options 2, Site Options Consultation, Cambridge City Council, (2012).

In order to conform with national guidance, local circumstances criteria were developed to ensure that each proposed new development was able to take account of the local issues set out in paragraph 39 of the Framework when deciding what the level of parking provision (within the maximum levels stated) should be. These criteria were consulted on during Issues and Options 2, and received support¹⁸⁶.

Finding from the Sustainability Appraisal: this document noted that the combination of Policies 80-82 seek to achieve a modal shift in sustainable transportation by limiting accessibility to private vehicles; promoting sustainable transport; requiring Transport Plans to be submitted for major developments; restricting parking with 'maximum' parking allowances; enhancing the provision of electric vehicle charging infrastructure and encouraging journeys made by cycling by requiring 'minimum' cycle parking spaces. Cambridge already has one of the highest percentages in Europe in terms of cycling and such policies would further improve infrastructure for current and future cyclists. In combination, these policies should reduce transport emissions and reduce pressure on the Air Quality Management Area¹⁸⁷. The appraisal noted that Policies 80, 81, 82 and 85, given the amount of development to be brought forward over the plan-period and the peripheral location of much of this development, these policies appear likely to result in significant positive effects.

Car and Cycle Parking standards expressed as 'no more than' and as a 'minimum', respectively

- A7.3 The car parking standards are expressed as 'no more than', continuing the maximum standards from the 2006 Cambridge Local Plan¹⁸⁸. This option was considered during the Issues and Options 2 Part 2: Site Options within Cambridge consultation¹⁸⁹. There is no longer a national requirement for local authorities to express car parking standards as maximums, with the NPPF's paragraph 39 focussing on local circumstances when setting standards. It is considered that having an upper limit on car parking levels is appropriate and in accordance with Cambridge's local circumstances.

Cambridge is unique in terms of its high levels of sustainable modes of travel, particularly cycling where the 2011 Census showed the UK's highest cycle to work mode share at around 30%. In addition, the level of car-based journeys to work in the city has remained constant over a number of years and car ownership has bucked

¹⁸⁶ RD/CR/320 - Development Plan Scrutiny Sub Committee 13 December 2012 – Issues and Options 2, Site Options Consultation, Cambridge City Council, (2012) and RD/CR/370 - Development Plan Scrutiny Sub Committee 16 April 2013 – Issues and Options 2 Consultation Feedback, Cambridge City Council, (2013)

¹⁸⁷ RD/LP/290 - Cambridge City Council Sustainability Appraisal of the Cambridge Local Plan - SA Report - Appraisal of the Cambridge Local Plan 2014 - Proposed Submission, Cambridge City Council, (2013).

¹⁸⁸ RD/AD/300, pages 133 – 137.

¹⁸⁹ RD/LP/270, pages 112 – 117.

the national trend and declined in the past decade¹⁹⁰. At developments, particularly employment development, the level of car parking provision on site is a key determinant in generating car trips. Based on the results of the 2011 Census, which show a reduction in car-based trips to work, there has been a good degree of success in the current strategy of placing maximum limits on car parking spaces.

The use of the maximum, or 'no more than' limit also offers a good degree of flexibility in setting standards when the other aspects of Policy 82 and Appendix L are considered. The standards give the upper limit of car parking that should be provided in Cambridge as a whole. However, below that overall limit the criteria in Appendix L then allow for specific local circumstances, such as type, mix and use of development, to be considered to ensure the correct level of parking for each development.

Limiting car trips and increasing sustainable modes of travel is also a key aim of the Cambridgeshire Local Transport Plan 3 Refresh¹⁹¹ and the TSCSC¹⁹². Consequently, the use of maximum car parking levels and pushing for lower levels or even car free development, where appropriate, relates well to the County Council's overall transport strategies.

Similarly, stating minimum levels of cycle parking is also considered entirely concurrent with local circumstances, given the high levels of cycling and the need to increase this further. Having minimum levels allows the Council to be aspirational in terms of cycling in the future and again relates well to the County Council's objective of increasing sustainable travel to meet the increased trip demand from growth.

Car Free and the Promotion of Low Emission Vehicles

- A7.4. Compliance with the Framework: the car free aspect of the policy, along with promoting low emission vehicle infrastructure accords with paragraphs 35 and 39 of the National Planning Policy Framework. These both require the incorporation of low emission vehicle infrastructure into development and the reduction in the overall need to use high-emission vehicles.

Car free development: this option all but eradicates the use of cars at a new development if delivered successfully. As part of the Issues and Options¹⁹³ consultation, a question was included as to whether car free could be a stand alone policy in the plan. However, the balance of responses, though many favoured the principle of car free, were cautious as to its feasibility. This led to it being incorporated into the parking management policy in the Issues and Options 2¹⁹⁴. A number of responses to this proposed policy called for greater emphasis to be placed on car free development in Cambridge, and as such the position was strengthened to

¹⁹⁰ 31.8% with no car or van in 2001 increased to 33.6% in 2011 – Census, RD/NP/150.

¹⁹¹ RD/T/093

¹⁹² RD/T/120

¹⁹³ RD/LP/240, Page 291 – 292, options 189 and 190.

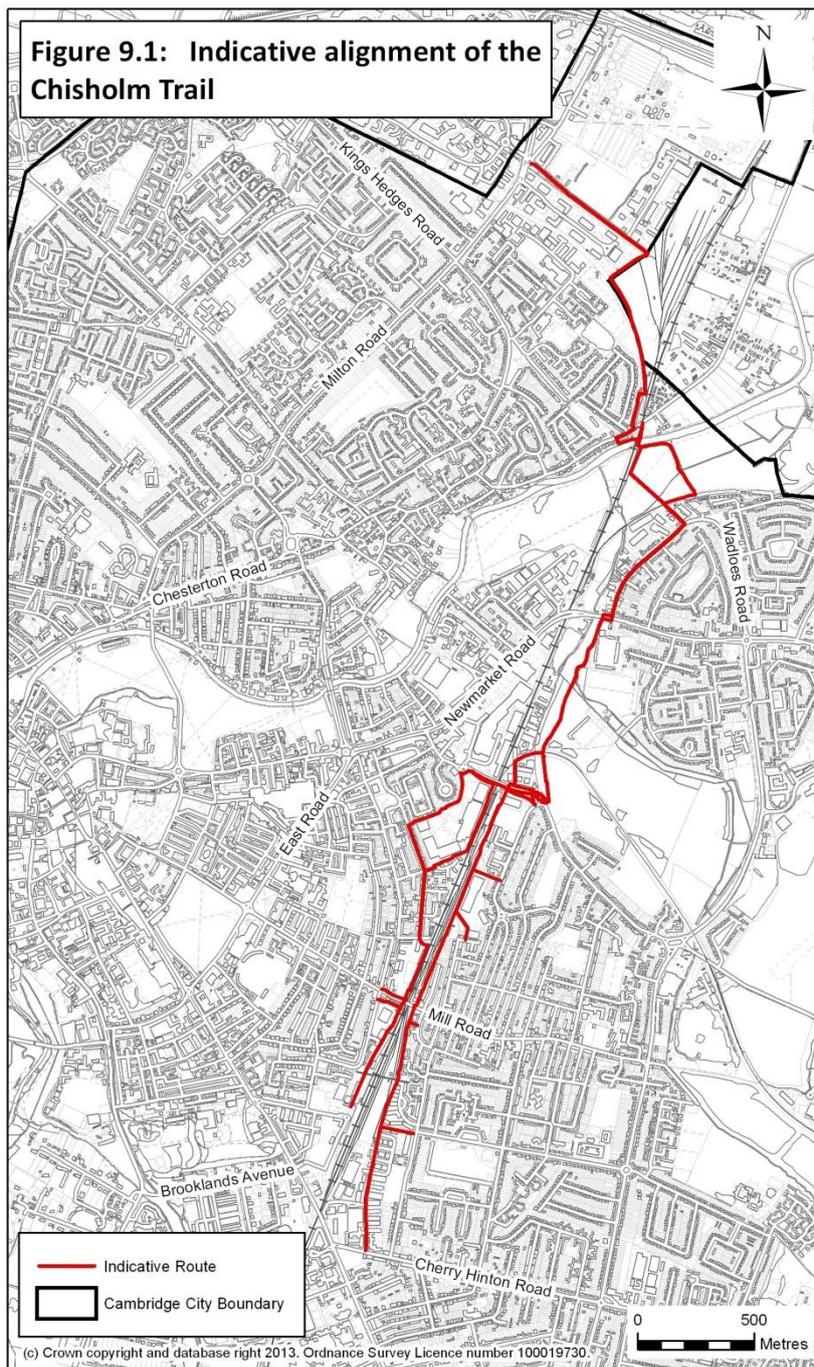
¹⁹⁴ RD/LP/270, page 113, paragraph J.10

what is now included in policy 82, with a clear will for car free development in Cambridge, given the right circumstances. This conforms with the National Planning Policy Framework, and is an approach being undertaken in a number of London boroughs, as well as comparative cities to Cambridge such as Oxford. Evidence from Cambridge's Census 2011 results show large increases in walking, cycling and public transport use in conjunction with drops in car trips for work purposes and show that there are real, viable options to the private car already in use in the city. This indicates that in some areas of Cambridge, where parking controls are feasible and alternatives to the car are viable, the option of delivering car free development is a good one¹⁹⁵.

¹⁹⁵ RD/CR/320 - Development Plan Scrutiny Sub Committee 13 December 2012 – Issues and Options 2, Site Options Consultation, Cambridge City Council, (2012) and RD/CR/370 - Development Plan Scrutiny Sub Committee 16 April 2013 – Issues and Options 2 Consultation Feedback, Cambridge City Council, (2013).

Appendix 8: The Chisholm Trail – Update Provided by the County Council as of January 2015

A8.1. The Chisholm Trail – now to be called the North South Strategic Cycle Route – is a proposed ‘cycling super highway’ for Cambridge. It was first proposed in 1998. It aims to link the northern and southern guided busways – which already have high quality cycleways alongside them – providing a fast, safe, segregated cycleway from Trumpington in the south to the Science Park in the north of Cambridge and on to St Ives. Figure 9.1 from the Cambridge Local Plan below illustrates the indicative alignment of the Chisholm Trail.



A8.2. A feasibility study in 2009 updated the proposed route to take account of current growth and planned infrastructure improvements. This included the following:

- Provision of the new station at Chesterton Sidings;
- Growth of the science and business parks;
- Provision of the busway and the busway extension;
- Access to businesses, schools and colleges along the busway.

A8.3. In terms of the physical delivery of the Chisholm Trail, there are two key pinchpoints for the project: one is surrounding access to Cambridge railway station and the other

is bridge at Stourbridge Common / Ditton Meadows over the River Cam. Both of these require land and new accesses. Discussions with the two land owners on these sites are going well and the County Council does not foresee any issues which cannot be overcome. It is not foreseen that any Compulsory Purchase will be required for land, however this is an option available to the County Council if required.

- A8.4 The County Council is currently working on the specific detail of the route and its linkages. Public consultation will be undertaken on the options for the development of the Chisholm Trail later in 2015. Further detail on the crossing of the River Cam for the Chisholm Trail is outlined below.

Crossing of the River Cam at Stourbridge Common / Ditton Meadows

- o Work on a foot and cycle bridge crossing project is underway, which will span the River Cam at Stourbridge Common / Ditton Meadows linking to the new station at Chesterton Sidings
- o Public consultation on the principle and location of the bridge has been undertaken. This has been reported on to relevant County Council committees and work is ongoing on the design of the bridge. Further public consultation on design and a planning application is planned for 2015.
- o The bridge is intended to be in place by early 2018.
- o The bridge is planned to cross the river at Ditton Meadows. This land is owned by Gonville and Caius College, who have expressed strong support for the project and a willingness to support and to cooperate with the County Council to deliver it.
- o Engagement with a wide range of councillors and local groups has been and will continue to take place through the project.

Funding:

The County Council has a high level of confidence that the funding for the Chisholm Trail is available. This project will be funded from a variety of sources including:

- o S106 developer contributions (£1.55 million allocated in 2014, £1.5 million North Area Committee, £50,000 East Area Committee);
- o Regional funding; and
- o Monies from the Cambridge City Deal. (The Chisholm Trail is in the current recommended programme for approval for the first phase of funding).

- A8.5. The paragraphs above show that the Chisholm Trail is both deliverable and achievable. Cambridgeshire County Council is working with partners and stakeholders to deliver the most appropriate route. Further environmental assessment required before whole route can be delivered.

Appendix 9: Appendix L- Proposed Main Modifications to the Cambridge Local Plan 2014: Proposed Submission (RD/Sub/C/010)

The modifications below relate to changes required to clarify the cycle parking standards in the light of representations made by Cambridge Cycling Campaign (27236, 27270, 27281 and 27305). The changes are expressed either in the conventional form of ~~strike through~~ for deletions and underlining for additions of text, or by specifying the modification in words in *italics*.

The page numbers and paragraph numbering below refer to the Cambridge Local Plan, and do not take account of the deletion or addition of text.

Table 3.1: Main Modifications to the Cambridge Local Plan

Page	Policy/ Paragraph	Main Modification
386	After table L.9	<p><i>Amend sub-heading to read:</i></p> <p>Residential <u>Cycle parking standards (for both residential and non-residential)</u></p>
386 & 387	Prior to and including Paragraph L.16	<p><i>Some of the text below has been moved from other parts of Appendix L. Where this occurs, the original paragraph number has been quoted in italics and brackets after the paragraph.</i></p> <p><i>Prior to paragraph L.16, insert the following paragraphs and titles to read:</i></p> <p><u>Cycle parking should:</u></p> <ul style="list-style-type: none"> • <u>avoid being located in the basement unless it can be shown to be convenient and easy to use, with ramps of a gradient of no more than 1 in 4 on both sides of any stepped access. Any basement cycle parking must also provide alternative parking on the ground floor for less able users and those with non-standard cycles; and</u> • <u>reference to staff or students should be taken to mean the peak number expected to be on the site at any one time.</u> <p><u>All cycle parking should minimise conflicts between cycles, motor vehicles and pedestrians. Short-stay cycle parking, e.g. for visitors or shoppers, should be located as close as possible to the main entrances of buildings (no more than 10 metres) and should be subject to natural surveillance. For larger developments, covered cycle parking should be considered. (Originally Appendix L: Paragraph L. 18 on page 388)</u></p>

Page	Policy/ Paragraph	Main Modification
		<p><u>In addition to the above, some flexibility is applied to applications of the standards, in the following instances:</u></p> <ul style="list-style-type: none"> • <u>where strict adherence to the standards for a mixed-use site is likely to result in duplication of provision; and</u> • <u>for the historic core area of the city, where constraints may make application of the standards difficult for change of use or refurbishment. (Originally Appendix L: Paragraph L.19 on page 388)</u> <p><u>Vertical or semi-vertical cycle racks are not acceptable.</u></p> <p><u>Sheffield stands are the preferred option, for cycle parking, and the dimensions required for these can be found in the Council's Cycle Parking Guide for New Residential Developments and its successor documents. However, but the use of high-low and two-tier/double-decker/double stacker racks will be considered on a case-by-case basis for new non-residential and large student developments. (Originally these paragraphs were Appendix L: Paragraphs L.20 and L.21 on page 391) A minimum of 20% of the cycle parking spaces required should be Sheffield stands for less able users and those with non-standard cycles. (Similar text was originally included in Appendix L: Paragraph L.25 on page 391)</u></p> <p><u>High-low racks should be a minimum of 400mm between centres at 90 degrees and 500-600mm between centres at 45 degrees. Any such stands must allow for cycles fitted with baskets and require as little lifting as possible. They must be of a design that supports the front wheel of cycles and allows the frame of the cycle to be locked to the rack. (Originally Appendix L: Paragraph L.22 on page 391)</u></p> <p><u>Two tier/ double-decker/double stacker racks must be designed to allow the frame of the cycle to be locked to the rack and accommodate cycles with baskets. An aisle width of 2,500mm is required to enable the cycle to be turned and loaded easily. (Originally Appendix L: Paragraph L.23 on page 391)</u></p> <p><u>As with Sheffield stands, drawings and illustrative dimensions to guide the implementation of high-low and two tier/ double-decker/double stacker stands can be found in the Council's Cycle Parking Guide for New Residential Developments (and any successor document). (Originally Appendix L: Paragraph L.24 on page 391)</u></p>

Page	Policy/ Paragraph	Main Modification
		<p><u>In instances where part of a site with a known shortfall in cycle parking is redeveloped, provision in excess of the standards will be strongly recommended.</u> (Originally last sentence of Appendix L: Paragraph L.19 on page 388)</p> <p><u>Residential cycle parking</u></p> <p>L.16 As well as according with this standard, residential cycle Cycle parking should <u>accord with</u> have regard to designs, layouts, drawings and dimensions established in the Council's Cycle Parking Guide for New Residential Developments. It should:</p> <ul style="list-style-type: none"> • be located in a purpose-built area at the front of the house or within a garage (appropriate garage dimensions are shown in this appendix); • only be located within a rear garden if locating it at the front of the house is shown to not be in keeping with the character of the surrounding area, and there is no garage provision; and • be at least as convenient as the car parking provided.
387	Table L.10	<p><i>Amend table heading to read:</i></p> <p>Residential Dwellings and other residential uses – cycle parking standards</p>
388	After table L.10	<p><i>Amend sub-heading to read:</i></p> <p>Non-residential <u>use</u> cycle parking standards</p>
388	Paragraph L.17	<p><i>Amend paragraph to read:</i></p> <p>As well as according with this standard, the <u>Cycle parking for non-residential development should:</u></p> <ul style="list-style-type: none"> • reflect the design and dimensions for cycle parking established in the Council's Cycle Parking Guide for New Residential Developments; • accord with the guidelines for use of high capacity or two-tier (double stacker/double decker) stands (see Appendix 1); • include parking for employees and students in a convenient, <u>secure and covered location, subject to natural surveillance. A proportion of the cycle parking (minimum of 20%) should be provided within a secure location.</u> • access to cycle parking should be as close as is practical to staff entrances, and closer than non-disabled staff car parking; • avoid being located in the basement if steps with ramps are the

Page	Policy/ Paragraph	Main Modification
		<p>only access provided, unless it can be shown to be convenient and easy to use, and that alternatives are provided on the ground floor for less able users and those with tricycles; and</p> <ul style="list-style-type: none"> • reference to staff or students should be taken to mean the peak number expected to be on the site at any one time.
388	Paragraphs L.18 and L.19	<p><i>Delete paragraphs. These paragraphs have been moved to the section relating to both residential and non-residential uses prior to paragraph L. 16 (see above).</i></p>
389	Table L.11	<p><i>Amend table entry under 'Food and drinks' category to read:</i></p> <p>2 spaces for every 5 members of staff</p> <p>1 short stay space for every 10 sq m of dining area in the historic core area</p> <p><u>1 short stay space for every 15 sq m for the rest of the city</u></p> <p><i>This text was consulted upon (under Option K.1: Cycle Parking Standards) during the Issues and Options 2 (RD/LP/270) consultation. If this sentence were to be omitted, there would be no requirement for 'food and drink' developments outside the historic core to have any short stay cycle parking. This would be detrimental to the city which has a high modal share of cycling. Many existing pubs on terraced streets, for example, do not have any visitor cycle parking and the Highway Authority has installed a number of cycle racks on the edge of the carriageway to cater for the high demand and keep the footway clear of parked cycles.</i></p>
391	Paragraphs L.20 – L.25	<p><i>Delete paragraphs. These paragraphs have largely been moved to the section relating to both residential and non-residential uses prior to paragraph L. 16 (see above).</i></p>

Appendix 10: Compliance of Policy TI/3 and Figure 12 of the South Cambridgeshire Local Plan with NPPF Paragraph 39

- A.10.1. This appendix addresses the compliance of Policy TI/3 and Figure 12 of the South Cambridgeshire Local Plan with paragraph 39 of the NPPF.
- A.10.2 Policy TI/3 and Figure 12 state that car parking should be provided in accordance with a design-led approach, using the indicative standards as a guide. Cycle parking must accord with the minimum standards.
- A.10.3. The policy should be applied on a case-by-case basis in a manner that accords with Policy HQ/1 (Design Principles) and the developer must provide clear justification for the level and type of parking proposed in the Design and Access Statement and/or Travel Plan.¹⁹⁶

NPPF paragraph 39: If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the availability of and opportunities for public transport;*

Car ownership and car use should not be confused as being the same. Where good convenient pedestrian or cycle routes, or public transport, facilities are provided, people may choose to use those in preference to driving for regular journeys. However they will very likely own a car for convenient use for other journeys.

Accessibility by non-car modes varies greatly across the district. It is a mainly rural district and smaller villages in remoter areas can be quite isolated with limited public transport. At the same time, nearly all of the district is within reasonable cycling distance of Cambridge or a market town, and the cycling network continues to improve.

Car and cycle parking standards therefore form part of a comprehensive approach to encouraging the use of more sustainable modes, appropriate to the location, whilst recognising that the car will remain an important mode for some.

This supported the decision to adopt indicative standards and a design-led approach to car parking standards, with the following requirements:

Policy TI/3 Paragraph 2: “Car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport...”

¹⁹⁶ Proposed Submission South Cambridgeshire Local Plan (RD/Sub/SC/010) Policy TI/3 Paragraph 5.

This approach provides flexibility across the district, allowing higher provision in remote areas with poor accessibility to services and facilities by alternative modes where car ownership may be higher, and lower provision where it was appropriate to do so.

In addition Policy TI/3 requires minimum cycle parking provision. Census data shows that the Cambridge area, including South Cambridgeshire, achieves very high cycling mode shares when compared to national levels. The TSCSC envisages new and improved cycle routes to help extend the cycling network. New developments will include safe and quality infrastructure for cycling, including cycle routes and cycle parking at key destinations, not only within the development, but also connecting nearby centres of attraction. An important aspect governing whether people will own and use a cycle is the provision (or lack thereof) of cycle parking at key destinations and at home. It is therefore important to ensure adequate parking provision in new development.

- *the type, mix and use of development;*

Dwelling size and type are major factors in determining car (and cycle) ownership levels. Larger dwellings are more likely to be inhabited by more people of driving age and/or households with larger incomes, whilst smaller dwellings tend to be occupied by single-person households. In rural areas such as South Cambs car ownership levels are comparable for both rented and owner-occupied households, as there is a greater dependence on using private cars to access facilities.

Car and cycle parking standards are set out in Figure 12 for each of the different land use classes, such as residential, employment, retail and leisure uses. In addition, Policy TI/3 also encourages shared use of car parking where the location, mix and pattern of uses permit, for example where daytime and night-time uses co-locate.

Policy TI/3 requires car parking provision to take into account the type, mix and use of development:

Policy TI/3 Paragraph 2: “car parking provision will take into consideration the site location, type and mix of uses, car ownership levels, availability of local services, facilities and public transport,…”

Policy TI/3 Paragraph 3: “The Council will encourage innovative solutions to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and electric charging points.”

- *local car ownership levels; and*

Car ownership and car use should not be confused as being the same. As detailed in the audit trail¹⁹⁷ car ownership rates were considered when developing standards. In particular, car ownership rates were anticipated to grow until 2021, and census data indicated car ownership rates in South Cambridgeshire were typically higher than the maximum parking standards in the adopted plan¹⁹⁸. There was also evidence that limiting residential parking to the adopted levels was causing local problems including nuisance or hazard to other road users. Policy TI/3 requires car parking provision to take into account of car ownership levels:

Policy TI/3 Paragraph 2: “Car parking provision will take into consideration the site location, type and mix of uses, **car ownership levels**, availability of local services, facilities and public transport,…”

- *an overall need to reduce the use of high-emission vehicles*

Policy TI/3 Paragraph 3: “The Council will **encourage innovative solutions** to car parking, including shared spaces where the location and patterns of use permit, and incorporation of measures such as car clubs and **electric charging points**.”

The Policy responds to the overall need to reduce the use of high emission vehicles, by seeking to encourage innovative solutions to car parking (and therefore car use). Paragraph 10.22 suggests one space should be within the curtilage of residential property to support electric vehicle charging, and in paragraph 10.23 encourages provision of electric charging points. Specific measures may be required through Low Emissions Strategies, as detailed in policy SC/13.

In conjunction with Policy TI/2 (Planning for more Sustainable Travel), Policy TI/3 is an important ‘tool’ in influencing modal choice. For example, an important aspect governing whether people will own and use a cycle is the provision (or lack thereof) of cycle parking at key destinations and at home and availability of safe cycle routes to key destinations. It is important to ensure adequate cycle parking provision in new development, particularly as the relative accessibility of the district will improve over the period of the plan as new and improved routes continue to be provided.

¹⁹⁷ South Cambridgeshire Draft Final Sustainability Appraisal (RD/Sub/SC/060) Annex A Page A896 to A917

¹⁹⁸ Development Control Policies DPD (RD/AD/110) Policy TR/2

Appendix 11: A428 Modelling – Additional Sensitivity Testing

Technical note

Project:	South Cambridgeshire Local Plan EIP	To:	Cambridgeshire County Council
Subject:	Cambourne West / Bourn Airfield reliance on the A428 (Black Cat to Caxton Gibbet) upgrade	From:	Atkins
Date:	08 Jan 2015	cc:	

1. Introduction

Atkins has been asked to investigate the impacts of the inclusion or exclusion of a potential upgrade to the A428 (between the Black Cat and Caxton Gibbet junctions) on the formation of the settlements at Cambourne (including Cambourne West) and Bourn Airfield.

In order to make a direct comparison between a future year with the A428 upgrade and without, an additional Cambridge Sub Region Model (CSRМ) run has been carried out with the new highway infrastructure included. This is based upon the series of runs that were carried out as a variant to existing CSRМ tests conducted for Cambridgeshire County Council. The test conducted uses a 2031 forecast year, with land use assumptions consistent with the local plan allocations for housing and employment.

A number of outputs have been prepared from both MEPLAN (the transport demand element of CSRМ) and SATURN (the highway element of CSRМ). Mode shares have been extracted from MEPLAN, whilst highway trips in and out of Cambourne and an indication of any pinch points have been provided from SATURN.

2. Results

2.1. Mode Share Results

Mode shares of trips from the settlements at Cambourne (including Cambourne West) and Bourn Airfield have been monitored with and without the A428 Black Cat to Caxton Gibbet upgrade. 0 presents the changes in car mode shares, including internal trips (i.e. those wholly within Cambourne or wholly within Bourn Airfield). This shows that the car mode share increases slightly with the upgrade of the A428, and hence there will be a corresponding drop across the other modes. The impact on car use is at its maximum in the AM peak period, where there is an additional mode share of 0.6% to car in the “with A428 upgrade” scenario.

Table 1. Cambourne and Bourn Airfield – Change in Car Mode Share Forecast

Time Period	Change in % Mode Share (when A428 upgrade is added)	
	from Cambourne	from Bourn Airfield
AM	0.6%	0.5%
IP	0.2%	0.2%
PM	0.3%	0.5%
All Day	0.3%	0.3%

Technical note

2.2. SATURN Results

2.2.1. Cambourne Trips

The overall number of trips arriving and departing Cambourne in the highway model both with and without the A428 upgrade can be seen in Table 22.

Table 2. Cambourne highway based trips (PCUs/hr)

	Without A428 Upgrade			With A428 Upgrade			% Difference		
	AM	Inter	PM	AM	Inter	PM	AM	Inter	PM
IN	1026	932	1674	1039	938	1698	+1.27%	+0.64%	+1.43%
OUT	1518	1015	1156	1542	1017	1165	+1.58%	+0.20%	+0.78%

A fixed land-use run was conducted, which means that the overall number of person trips entering and exiting each zone will not change but the mode selected by each person is able to change so the number of highway trips (motorised trips) can vary, as seen in Table 2.

So, it can be seen that the provision of the A428 upgrade does have a small impact (<2%) on the number of highway trips entering / exiting Cambourne.

2.2.2. Cambourne Trip Distribution

Looking at the general direction of travel of those highway trips leaving Cambourne in the AM peak (see Table 3), it can be seen that the main distributional impact that the A428 upgrade has is an encouragement for Cambourne trips to head west, rather than east. Also, there is a slight decrease in the proportion of trips heading south, whilst the amount of trips heading north is broadly similar.

Table 3. Cambourne highway based trip distribution

From Cambourne in AM Peak to the...	North (towards Huntingdon)	East (towards Cambridge)	South (towards Royston)	West (towards St Neots)	Other	ALL
Without A428 Upgrade	21%	49%	11%	14%	5%	100%
With A428 Upgrade	20%	41%	7%	25%	7%	100%

2.2.3. Congestion

The A428 / A1198 Caxton Gibbet at-grade roundabout will be one of the most critical points of the network without the A428 upgrade. At this point on the A428 traffic will have reached the end of a long single carriageway section travelling eastbound, which in the morning peak in particular will have all the converged local village movements with the roundabout forming a critical pinch point. Without the interchange being grade separated the modelling output show a significant number of the approach arms will have flow to capacity ratios greater than 95% by 2031. It is noted the westbound approach is forecast to have slightly lower flow to capacity ratios just less than 85%, which is just below the accepted critical value.

With the dualling in place between Caxton Gibbet and Black Cat the grade separation allows flow to capacity ratios for all movements at this junction to fall comfortably below the 85% threshold (in the region 60-70%).

A similar analysis in the PM peak shows westbound congestion at Caxton Gibbet Roundabout will grow to significantly exceed capacity (flow to capacity ratios well in excess of 100%) although Bourn Airfield / West Cambourne traffic returning from the west would experience congestion from only a minor exceedance of the 85% threshold (forecast to be 86% in 2031).

Technical note

3. Conclusion

The 2031 sensitivity test shows the impact of dualling the A428 between Black Cat and Caxton Gibbet is a material consideration to the performance of the network close to the West Cambourne and Bourn Airfield sites. However, both Cambourne West and Bourn Airfield lie on the less critical side of the proposed highway improvement with respect to severity of congestion experienced for the traffic associated with these sites (in either peak hour).

Trips emanating from Cambourne West and Bourn Airfield are both likely to see considerable improvement as a result of the proposed scheme and it would greatly ease the ability to make movements to destinations to the west of the development. There is likely to be a small increase in overall mode share from the development by car as a result of the scheme although the amount of car based traffic heading towards Cambridge from Cambourne / Bourn Airfield may potentially fall as a result of the A428 upgrade.

It is concluded there is no direct evidence that omitting the A428 Upgrade would undermine the viability of the development nor that the accommodation of the more major flow patterns being distributed from these sites being reliant, or seriously restricted, by the absence of the upgrade.