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Initial Appraisal of Cambridge Local Plan
Towards 2031 – Issues & Options Report

Sites GB1 and GB2, Worts' Causeway, Cambridge

Initial Transport Statement

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CONTENTS

1.0 INTRODUCTION.....	1
2.0 THE SITE LOCATION.....	1
3.0 EXISTING CONDITIONS	2
3.1 Planning Policy Context.....	2
3.2 Existing Highway Network	7
3.3 Accident Record Analysis.....	8
3.4 Site Accessibility Appraisal	8
4.0 ACCESSABILITY AND SUSTAINABILITY ASSESSMENT	12
4.1 Site Accessibility and Walking Distances.....	12
4.2 Public Transport	12
4.3 Summary	13
5.0 ACCESS ARRANGEMENTS AND OFF-SITE IMPACT	14
5.1 Site Access Arrangements.....	14
5.2 Off-site Highway Impact	14
5.3 Summary	15
6.0 CONCLUSIONS.....	16
7.0 CLOSURE.....	16

DRAWINGS

Drawing A	Site Location and Context
Drawing B	Pedestrian/Cycle Accessibility Assessment

1.0 INTRODUCTION

This Statement in Respect of Transport Issues is prepared in support of representations submitted to Cambridge City Council by Mr N and Mrs KM Parry-Jones and Mr JD and Mrs LC Lucraft ("The Objectors"). The Objectors are submitting representations objecting to the allocation of land at Worts' Causeway for residential development within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation.

The land identified within the Cambridge Local Plan Issues & Options comprises 2 parts, located to the north and south of Worts' Causeway, and are identified as sites GB1 and GB2 respectively. Overall, the sites are identified as having a potential capacity of 480 dwellings. The sites sit within the administrative boundary of Cambridge City Council.

The purpose of this report is to undertake an initial assessment of the suitability of the site locations for development for residential purposes. The report includes an examination of the surrounding area in terms of the accessibility to local destinations and the existing bus services, and compares this with the requirements of the planning policy framework.

It will also outline the current transport conditions and determine the potential impact of the required access regime on the operation of the local transport network.

2.0 THE SITE LOCATION

The location of the land to which this submission relates is shown on Drawing A.

The sites lie on the south-eastern fringe of the city of Cambridge and adjoin the existing urban area of Cambridge to the west and north, whilst to the east and south is open countryside.

The principal highway that runs through the area is Babraham Road, which is classified as the A1307 and links Cambridge city to the south, the A11(T) and thereafter Haverhill.

The sites themselves are split by Worts' Causeway, an ancient road that runs on an east-west alignment to join Babraham Road some 500 metres to the west by way of a signalised road junction.

The Addenbrooke's Hospital complex lies to the north-west of the junction of Worts' Causeway and Babraham Road, and planning permission has been granted for a major residential development on the Bell College site on Red Cross Lane.

The land falls entirely within the Cambridge Green Belt, is generally level in topography and comprises agricultural land. There is a series of existing buildings on the land, some of which have been converted to residential units in recent years.

3.0 EXISTING CONDITIONS

3.1 Planning Policy Context

Whilst it is appreciated that the nature and mix of the development would be determined through more detailed studies, in general the land is being promoted for residential use with ancillary services to support such a development. Therefore, the type and location of this development requires its transport assessment to give full regard to the current planning policy framework. Accordingly, the following national and local planning policy guidance on the transportation and accessibility implications of the development are relevant to this submission:

- National Planning Policy Framework (March 2012)
- Cambridgeshire Local Transport Plan 2011 – 2026 (March 2011)
- Cambridge Local Plan (adopted July 2006)

National Planning Policy Framework (March 2012)

On 27th March 2012, the National Planning Policy Framework (NPPF) was published. The NPPF sets out the Government's planning policies for England, and outlines how these are expected to be applied. In being effective from the day of publication, its policies replace existing national planning statements and guidance.

Paragraph 6 of NPPF notes that the purpose of the planning system is to contribute to the achievement of sustainable development, pursuit of which, as outlined in Paragraph 9, involves seeking positive improvements in the quality of the built, natural and historic environment, as well as in people's quality of life, including:

- *improving the conditions in which people live, work, travel and take leisure.*

Paragraph 17 sets out a series of core land-use planning principles that should underpin both plan-making and decision-taking, among which are that planning should:

- *actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.*

The driving force behind these core principles is summarised at Paragraph 19 which states that:

Planning should operate to encourage and not act as an impediment to sustainable growth.

Section 4 of the NPPF relates to 'Promoting sustainable transport' and, at Paragraph 29, notes that:

Transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. Smarter use of technologies can reduce the need to travel. The transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel. However, the Government recognises that different policies and measures will be required in different communities and opportunities to maximise sustainable transport solutions will vary from urban to rural areas.

Paragraph 34 states that plans and decisions should ensure developments that generate significant movement are located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.

Paragraph 35 outlines the measures that should help achieve sustainable transport, noting that plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. With this in mind, the NPPF is clear that:

Developments should be located and designed where practical to:

- *accommodate the efficient delivery of goods and supplies;*
- *give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;*
- *create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and where appropriate establishing home zones;*
- *incorporate facilities for charging plug-in and other ultra-low emission vehicles; and*
- *consider the needs of people with disabilities by all modes of transport.*

Paragraph 37 notes that planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

The requirements for producing a Transport Statement or Assessment in support of development proposals are outlined at Paragraph 32 which notes that:

All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- *the opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;*
- *safe and suitable access to the site can be achieved for all people; and*
- *improvements can be undertaken within the transport network that cost effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.*

Paragraph 39 relates to parking standards noting that if setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- *the accessibility of the development;*
- *the type, mix and use of development;*
- *the availability of and opportunities for public transport;*
- *local car ownership levels; and*
- *an overall need to reduce the use of high-emission vehicles.*

With regard to larger scale residential developments, paragraph 38 requires that planning policies should promote a mix of uses in order to provide opportunities to undertake day to day activities including work on site.

Furthermore, where practical (particularly within large-scale developments), key facilities such as primary schools and local shops should be located within walking distance of most properties.

3.1.1 Local Planning Policy

Cambridgeshire Local Transport Plan 2011 – 2026 (March 2011)

The third Cambridgeshire Local Transport Plan (LTP) was adopted at a meeting of the full Council on March 29th 2011. The LTP demonstrates how the Council's policies and plans for transport will contribute towards the County Council's vision of "*creating communities where people want to live and work: now and in the future*". As were previous LTPs, the third LTP was produced in partnership with Cambridge City Council and the district councils of East Cambridgeshire, Fenland, Huntingdonshire and South Cambridgeshire.

The LTP sets out the objectives, a strategy and a programme for transport in the County, and seeks to address existing transport challenges, as well as setting out the policies and strategies to ensure that planned large-scale development can take place in the county in a sustainable way.

Accordingly, the LTP contains five specific objectives which will contribute towards delivering the County Council's recently developed priorities of: "*supporting and protecting people when they need it most*"; "*helping people to live independent and healthy lives in their communities*"; and "*developing our local economy for the benefit of all*".

Accordingly, the five specific objectives of the LTP are as follows:

1. *Enabling people to thrive, achieve their potential and improve quality of life;*
2. *Supporting and protecting vulnerable people;*
3. *Managing and delivering the growth and development of sustainable communities;*
4. *Promoting improved skills levels and economic prosperity across the county, helping people into jobs and encouraging enterprise;*
5. *Meeting the challenges of climate change and enhancing the natural environment.*

To achieve these objectives the LTP presents a strategy based on two key approaches, specifically:

- *to widen choice for transport users; and*
- *to manage demand for transport.*

A series of possible measures have been identified to achieve the LTP's objectives and those that have most relevance to this proposal include the following:

- *Discourage use of cars where alternatives exist and encourage use of sustainable means of transport such as walking, cycling and public transport;*
- *Facilitate active travel through improvements in footpaths and cycle ways;*
- *Influence planning decisions to co-locate housing with jobs and services to reduce the need to travel;*
- *Influence the design of new developments to promote road safety and encourage travel by foot and bicycle;*
- *Encourage behavioural change away from single occupancy car use.*

Cambridge Local Plan (adopted July 2006)

The Cambridge Local Plan sets out policies and proposals for future development and land use to 2016 and provides the development framework for the city. Under the provisions of the Planning and Compulsory Purchase Act 2004 the Local Plan will remain in force until it is superseded by the Local Development Framework.

However, given that the plan was prepared in the context of a national planning regime that has now been superseded by the Localism Act 2011 and the National Planning Policy Framework, a Local Plan Review is currently underway with a planned adoption date for the new Local Plan of April 2014

This new Local Plan will set out the planning framework to guide the future development of Cambridge and will combine the Core Strategy, Development Control Policies Development Plan Document (DPD) and Site Specific Allocations DPD. In the meantime, however, the Local Plan 2006 continues to form part of the development plan for Cambridge.

The current Plan states that account will be taken of the following sustainability criteria in making planning decisions. As these general criteria are included within NPPF, it is anticipated that it is these principles against which development proposals, such as the land at Worts' Causeway, will be assessed in future:

- *making the best and most efficient use of land and buildings;*
- *creating sustainable patterns of development by relating new development to public transport nodes and local facilities;*
- *encouraging mixed use development, incorporating housing, retail and business uses and new leisure and recreation opportunities;*

Following the above criteria, the Council has prepared, and adopted as Supplementary Planning Guidance, the Cambridge Sustainable Development Guidelines, which provide guidance and sources of information and advice on how development proposals can become more sustainable. Amongst the guidance are the following elements:

- *making more efficient use of land by prioritising and maximising the use of brownfield land and building at densities of at least 30 dwellings per hectare net (and higher where appropriate);*
- *siting and designing development to reduce the need to travel, especially by private car.*

Chapter 8 contains the City Council's policies relating to transport and lists the following objectives (inter alia):

1. *To minimise the distances people need to travel, particularly by car.*
2. *To maximise accessibility for everyone, particularly to jobs and essential services.*
3. *To minimise adverse effects of transport on people and the environment.*

The following policies are considered to be particularly relevant:

8/2 Transport Impact

Developments will only be permitted where they do not have an unacceptable transport impact. Proposals must include sufficient information in order for the likely impact to be assessed.

Paragraph 8.7 states that it is important that development does not have an unacceptable impact on the transport network and that in areas of the city where traffic congestion is particularly high, the council may seek a zero increase or reduction in car traffic generation through any proposed redevelopment.

8/3 Mitigating Measures

For development likely to place demand on the transport system, suitable mitigating measures will be required. Financial contributions will be sought towards improvements in transport infrastructure in the wider area affected by increased development, in particular to support public transport, cycling and walking. Developments will also be required to provide any necessary site-specific measures, and a staff travel plan will be required for non-residential developments.

8/4 Walking and Cycling Accessibility

To support walking and cycling, all development will be designed to:

- a - give priority for these modes over cars;*
- b - ensure maximum convenience for these modes;*
- c - be accessible to those with impaired mobility; and*
- d - link with the surrounding walking and cycling network.*

Paragraph 8.11 notes that priority and convenience for walking and cycling should be ensured through the design layout, traffic calming measures, and on-site facilities, as set out in the Cambridge Walking and Cycling Strategy produced by the City Council. It is also stated that the needs of all users should be considered, to ensure accessibility for pushchairs and wheelchairs and that factors such as safety, personal security and potential conflicts between users should also be considered.

8/5 Pedestrian and Cycle Network

New developments will safeguard land along identified routes for the expansion of the walking and cycling network. In addition, funding for high quality physical provision of these routes will be required, both within and adjacent to the proposed development site. Any existing routes should be retained and improved wherever possible.

Paragraph 8.13 develops this policy and notes that developers will be required to fund high-quality paths, both along the identified routes, and any others that may be suitable for accessing the particular development. The City Council will seek a provision that is proportionate to the scale of development being undertaken.

8/7 Public Transport Accessibility

All development within the urban extensions must be served by a high quality public transport service within a 400 metre walk. Developers will be required to ensure the provision of services from the first occupation of development for a period of up to five years.*

** A high quality public transport service is one that provides a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequencies should run ½ hourly until 11pm, on Saturday ½ hourly 7am until 6pm, then hourly until 11pm, and on Sunday hourly 8am until 11pm.*

The implications of the above planning policies, with particular reference to the site location and accessibility, are assessed in detail in Section 4 of this report.

3.2 Existing Highway Network

Vehicular, cycle and pedestrian access to the site will be available from Worts' Causeway to both sites and to Babraham Road from the southern site.

Babraham Road is an urban access and distributor road that acts, at this location, as one of the principal links between the A11 Trunk Road and the city centre of Cambridge. To the south Babraham Road serves and passes a major Park and Ride site before joining the A11 at a roundabout junction to the north of Great Abington. From this point, it is possible to continue routing towards Haverhill and the east on the A1307 or southwards to the M11 or northwards towards Newmarket on the A11(T).

Reference to the 2011 Cambridgeshire Traffic Monitoring Report (figure 3.5) indicates that in 2011, Babraham Road to the south of its junction with Granhams Road was carrying a 12-hour flow of 12,500 vehicles of which 2% were HGV. Granhams Road itself was carrying 4,000 vehicles, of which 1% were HGV. On this basis, at the junction of Babraham Road with Worts' Causeway, the main road is likely to be carrying some 16,500 vehicles.

Worts' Causeway is an ancient highway that routes eastwards from Babraham Road towards Fulbourn or a series of minor roads that approach Cambridge from the southeast. It joins Babraham Road at a traffic signal controlled junction 300m south-east of the Addenbrooke's Hospital roundabout.

Whilst Worts' Causeway is open to all traffic from this junction through to the site frontage, at this point a rising bollard system has been installed to prevent traffic routing along Worts' Causeway in the morning peak hours, with the bollards being raised between 07:30 hrs and 09:30 hrs Monday to Friday preventing the use of Worts' Causeway by general traffic at this time, when Babraham Road is subject to its highest levels of traffic entering Cambridge.

This traffic management does, however, allow buses through that are operating to and from the Park & Ride site to the south. The traffic management installation therefore enables buses to route into the city centre without the need to queue with general traffic on Babraham Road itself on the approach to the signalised junction, thus avoiding all but the short length of the main road between Worts' Causeway itself and the Addenbrooke's Hospital roundabout.

With the installation of the bollards, Worts' Causeway is generally free of traffic in the morning peak hour other than locally generated movements from the houses that are served off this road or linking side roads. It is therefore a suitable route for use by cyclists. Babraham Road itself is provided with an off-road cycleway along its length from the Park & Ride site through to the Addenbrooke's Hospital roundabout, although the crossing of Worts' Causeway is controlled by the signals at this junction.

In addition to these formal routes along the main highways within the area, there are public footpath links that route northwards from the residential access roads that join Worts' Causeway, in particular Field Way/Bowers Croft, through to Almoners' Avenue and Rotherwick Way to the north.

3.3 Accident Record Analysis

Accident record data available through the County Council's website reveals that there have been two recorded accidents at the junction of Worts' Causeway and Babraham Road in the last five years. Both occurred in day light, and both involved just cars.

The first of these, which occurred in November 2008 and involved a single car, resulted in slight injury, while the second, which occurred in February 2011 involved two cars, resulted in serious injury.

Details of each of these incidents is given in Table 3.1 below.

**Table 3-1:
Junction of Worts' Causeway and Babraham Road**

No.	Year	Month	Day of week	Time of day	Lighting conditions	Weather conditions	Road surface	Parties involved	Severity
1	2008	November	Wednesday	1416	Daylight	Unknown	Wet/damp	Car	Slight
2	2011	February	Wednesday	1615	Daylight	Unknown	Dry	2 cars	Serious

The implications of this initial appraisal are assessed in Section 5.

3.4 Site Accessibility Appraisal

3.4.1 Introduction

To appraise the accessibility of the land to the existing bus services and, in addition, undertake the site accessibility profile by foot and cycle, the land has been divided into the 2 land parcels. The parcels are shown, for reference, on Drawing A.

When considering the accessibility of services and amenities, it is noted that Manual for Streets (DfT, 2007) states at Section 4.4.1 that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to 800m) walking distance of residential areas. However, it is also noted that this is not an upper limit and that:

"walking offers the greatest potential to replace short car trips, particularly those under 2km"

It is also noted that the City Council, within its initial consideration of the sites within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation, also considers that 800m is an appropriate optimum walking distance for accessing such facilities.

Drawing A of this report shows, in addition to the locations of Site Options GB1 and GB2, a range of key local services and amenities that are closest to the sites. Drawing B shows these key destinations together with measured 0.8 km walking routes taken from the centres of each site by way of available routes. Drawing B also shows the extent of 0.8 km blanket isochrones centred on each site, the significance of which is discussed in Section 4.1.

Table 3-2 gives details of the key destinations, together with measured, on-foot distances from the centres of each site. By virtue of the site sizes and respective distances from Worts' Causeway, these are the same for both GB1 and GB2. It should be noted that no access is available from GB1 through to Almoners' Avenue for any mode of travel, and so all access must be taken by way of Worts' Causeway.

**Table 3-2:
Nearest local services and amenities to the Site Options GB1 and GB2**

Category	Address	Walking distance from centre of each site
Doctor	The Queen Edith Medical Practice 59 Queen Ediths Way Cambridge, CB1 8PJ	1 km
Dentist	Hills Road Dental Practice 259 Hills Road Cambridge, CB2 8RP	1.6 km
Chemist	Kays Chemist 39 Wulfstan Court Wulfstan Way Cambridge, CB1 8RE	1.4 km
Opticians	DH Thomas and Associates 162 Hills Road Cambridge, CB2 8PB	2.5 km
Post office	Cherry Hinton Post Office 206 Cherry Hinton Road Cambridge, CB1 7AW	2.2 km
Nursery School	Kids Unlimited Nurseries Bunnybrookes Frank Lee Centre Addenbrooke's Hospital Hills Road Cambridge, CB2 0QQ	1.1 km
Primary School	Queen Ediths County Primary School Godwin Way Cambridge, CB1 8QP	1.8 km
Secondary School	Netherhall School Queen Ediths Way Cambridge, CB1 8NN	1.9 km
Bank	Barclays Bank plc Main Concourse Addenbrooke's Hospital Hills Road Cambridge, CB2 0QQ	1.2 km
Supermarket	Budgens 6 Adkins Corner Perne Road Cambridge, CB1 3RU	2 km
Convenience Store	Amigos Convenience Store Main Concourse Addenbrooke's Hospital Hills Road Cambridge, CB2 0QQ	1.2 km
Newsagents	Amigos Newsagents Main Concourse Addenbrooke's Hospital Hills Road Cambridge, CB2 0QQ	1.2 km
Takeaway Food	Khang's Fish Shop 140 Wulfstan Way Cambridge, CB1 8QJ	1.4 km
Public house	The Rock 200 Cherry Hinton Road Cambridge, CB1 7AW	2.2 km

3.4.2 Existing Bus Services

The nearest bus stops to the proposed development sites are the 'near' and 'opposite' Red Cross Lane stops on Hills Road. The 'near' stop lies approximately 600m from the centre of Site Option GB1 (north of Worts' Causeway) and approximately 650m from the centre of Site Option GB2 (south of Worts' Causeway). The 'opposite' Red Cross Lane stop lies approximately 550m from the centre of Site Option GB1 and 600m from the Centre of Site Option GB2. The Red Cross Lane stops are used by 13/13A/13B/X13 services and the 99 Park & Ride service, all operated by Stagecoach, and the 31 service. The locations of the Red Cross Lane bus stops are shown on Drawings A and B.

Between them, the 13/13A/13B/X13 services, which travel between Haverhill and Cambridge, offer a half-hourly service in each direction throughout the day from Monday to Saturday, and an hourly service in the evenings and on Sundays. The first Cambridge-bound bus calls at the Red Cross Lane stops at 0629 on weekdays, 0739 on Saturdays and 0849 on Sundays with the last return service leaving Cambridge at 2310 every day of the week.

The 99 Park & Ride buses which travel between the Babraham Road and Milton Park and Ride sites, via the city centre, call at the Red Cross Lane stops at 20 minute intervals during the early evening from Monday to Saturday.

The other bus service using the Red Cross Lane is the 31 bus which travels between Cambridge and Fowlmere. There are three Cambridge-bound buses from Monday to Saturday with the first calling at the Red Cross Lane stops at 0804 and the last at 1536, while there are just two return buses: one calling at the Red Cross Lane stop at 1625 and the other at 1829.

The operational details of each of these services are given in Table 3-3.

Table 3-3:
Local bus services

Service Number / Operator	Nearest stop to site	Route	Hours of operation	Service Frequency	First and last buses at nearest stop
13/ 13A/ 13B/ X13 Stagecoach	Near Red Cross Lane stop	Haverhill – Linton - Cambridge	MON TO FRI 0520 until 2208	At 0520 and 0600 then half-hourly to 0730 then half-hourly from 0745 to 1645 then at 1720 then hourly from 1752	First bus: 0629 Last bus: 2249
			SATURDAY 0630 until 2208	Half-hourly to 0730 then half-hourly from 0745 to 1645 then at 1720 then hourly from 1752	First bus: 0739 Last bus: 2249
		SUNDAY 0808 until 2208	Hourly	First bus: 0849 Last bus: 2249	
	Opposite Red Cross Lane stop	Cambridge – Linton - Haverhill	MON TO FRI 0700 until 2310	Half-hourly to 1830 then hourly from 1910	First bus: 0712 Last bus: 2322
SATURDAY 0800 until 2310			Half-hourly to 1830 then hourly from 1910	First bus: 0812 Last bus: 2322	

			SUNDAY 0910 until 2310	Hourly	First bus: 0922 Last bus: 2322
99 P&R Stagecoach	Near Red Cross Lane stop	Babraham Road P&R – City Centre – Milton P&R	MON TO SAT 1826 until 2020	Every 20 mins	First bus: 1830 Last bus: 2024
	Opposite Red Cross Lane stop	Milton P&R – City Centre – Babraham Road P&R	MON TO SAT 1821 until 2001	Every 20 mins	First bus: 1854 Last bus: 2034
31	Near Red Cross Lane stop	Barley - Fowlmere – Stapleford - Cambridge	MON TO SAT 0702 until 1500	At 0702 then at 1300 and 1500	First bus: 0804 Last bus: 1536
	Opposite Red Cross Lane stop	Cambridge – Stapleford - Fowlmere	MON TO SAT 1615 until 1820	Two buses only	First bus: 1625 Last bus: 1829

However, it should be noted that additional bus services call at Addenbrooke's Hospital bus station, which lies approximately 900m from the centre of each of the proposed development sites.

The implications and opportunities that the appraisals of the above locational and accessibility assessments provide are examined in Section 4.2.

4.0 ACCESSABILITY AND SUSTAINABILITY ASSESSMENT

This section contains an initial assessment of the site location against the requirements of the policies reviewed within Section 3 of this report, and in particular the accessibility to those services listed in Table 3-2 and bus services listed in Table 3-3.

4.1 Site Accessibility and Walking Distances

In this instance, particular attention is given to the comments of the City Council, within its initial consideration of the sites within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation, which considered that 800m is an appropriate optimum walking distance for accessing such facilities.

In that consideration, the City Council stated that in respect of site GB1, the site was (amongst others):

- Close to Addenbrookes' Hospital;
- Highly accessible by public transport and bicycle.

These were therefore stated as 'pros'.

However, in respect of site GB2, it stated that this site was:

- Beyond 800m of local services and facilities;
- Beyond 800m of nearest primary school.

In respect of both, it is considered that the bus gate on Worts' Causeway that would need to be relocated.

However, such an assessment of accessibility is wholly dependent, in the case of GB1, on the provision of, or availability of, an access to the site for pedestrians and cyclists through to Almoners' Avenue.

Although it is apparent that several key destinations lie within the 0.8 km blanket isochrone centred on Site Option GB1 (specifically a doctors' surgery, a chemist and a takeaway food outlet), the actual measured routes reveal that neither site lies within what Manual for Streets might call a 'walkable neighbourhood'. In light of the lack of a suitable link through to Almoners' Avenue from GB1, the actual distances from the centre of both GB1 and GB2 are equivalent, and therefore the listed 'cons' for GB2 apply equally to GB1.

For this reason, it is considered that the appraisal of the site contained within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation is not reflective of the actual situation were these sites to be developed, and so this assessment should be reviewed and amended accordingly.

4.2 Public Transport

The level of public transport provision outlined in Table 3-3 demonstrates that neither site satisfies the requirements of Policy 8/7 (Public Transport Accessibility) of the Cambridge Local Plan which requires that all development within the urban extensions must be served by a high quality public transport service within a 400 metre walk. Under this policy, a "high quality public transport service" is defined as one that provides:

a 10 minute frequency during peak periods and a 20 minute frequency inter-peak. Weekday evening frequencies should run ½ hourly until 11pm, on Saturday ½ hourly 7am until 6pm, then hourly until 11pm, and on Sunday hourly 8am until 11pm.

Whilst it is noted that the bus services that call at Addenbrooke's Hospital bus station, which lies approximately 900m from the centre of each of the proposed development sites, do offer a high quality public transport service within the definition of Policy 8/7, the Addenbrooke's Hospital bus station is actually located over twice the distance from the centre of the 2 sites that is required by that policy of 400m.

For this reason, it is considered that the appraisal of the site contained within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation is not reflective of the actual situation relating to public transport accessibility from either site, and so the assessment should be reviewed and amended accordingly.

4.3 Summary

On this basis, it is considered that:

- The assessment of accessibility from GB1 has not taken into account the lack of an access through any frontage other than Worts' Causeway. For this reason, the actual accessibility of GB1 is no better in practice than GB2, which is identified as being beyond the appropriate distance for accessing local services, facilities and the Primary School.
- The nearest bus stops do not offer the appropriate level of service that is considered by the City Council's policy as 'high quality' within 400m of the site. Such a service is only available from a point over twice the prescribed distance from either site.

5.0 ACCESS ARRANGEMENTS AND OFF-SITE IMPACT

5.1 Site Access Arrangements

As has previously been determined in Section 2, access to the sites will be taken from Worts' Causeway and, in the case of GB2, a possible access to Babraham Road itself.

Worts' Causeway joins Babraham Road at a traffic signal controlled junction 300m south-east of the Addenbrooke's Hospital roundabout. Whilst Worts' Causeway is open to all traffic from this junction through to the site frontage, a rising bollard system has been installed to prevent traffic routing along Worts' Causeway in the morning peak hours, with the bollards being raised between 07:30 hrs and 09:30 hrs Monday to Friday.

This traffic management allows buses that are operating to and from the Park & Ride to the south to use a traffic-free route, therefore avoiding the need to queue with general traffic on Babraham Road itself on the approach to the signalised junction.

In respect of both, the City Council, within its initial consideration of the sites within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation, confirmed that the bus gate on Worts' Causeway would need to be relocated.

The impact of such an arrangement would therefore introduce an additional quantum of traffic onto a route that presently gives priority to non-car modes of transport, and particularly a traffic-free bus route, within the peak hours. This ultimately therefore would be contrary to the policies set out in National and Local Planning Policy that seeks to promote non-car modes and protect the non-car transport infrastructure. Such an arrangement would either introduce additional traffic on Worts' Causeway or, if the bus gate were relocated towards the west, require all traffic from the 2 development sites, comprising some 480 units or thereabouts, to use a new access onto Babraham Road, whereby traffic from site GB1 would be routed across site GB2.

5.2 Off-site Highway Impact

The development site falls within the southern part of Cambridge and as such all new developments in this part of Cambridge would be appraised against the Southern Corridor Area Transport Plan (SCATP) guidance and Cambridge Sub Regional Model (CSRM).

SCATP sets out prescribed trip rates to be used by developers when assessing the impact of new developments.

The CSRM, which is owned by Cambridgeshire County Council, is an integrated land use, transport demand and network assignment model that allows stand-alone testing of road, public transport, cycle and walk schemes. It also allows standard economic benefit tests using the highway and demand model with fixed trip ends to be conducted, as well as complex tests of strategic policy options incorporating land use responses.

Covering the areas of Cambridge, South Cambridgeshire, East Cambridgeshire and Huntingdonshire, the CSRM combines data concerning population, employment, GDP, fuel cost, transport infrastructure, scope and cost of public transport services in order to determine what the demand for travel will be in the future. The CSRM can also be used to test the transport impacts of a development site.

For residential developments the SCATP assumes that 8.5 all mode daily trips will be generated per unit. The combined sites are estimated to yield some 480 units. Based on the residential trip rates contained within the Southern Corridor Area Transport Plan, a crude estimate of the trip generation arising from this number of units would be 4,080 all-mode daily trips. Of these, taking into account the observed modal split of trips within the city as determined by the 2011 Cambridgeshire Traffic Monitoring Report, approximately half of these movements may be expected to be by car, thus some 2,040 car movements per day.

The implications of introducing additional traffic on either Worts' Causeway or Babraham Road would be to add to the existing levels of congestion and delay at the existing traffic signal controlled junction of Worts' Causeway or at a new junction on Babraham Road itself. This location is already, in addition to the traffic volumes identified in Section 3, subject to a committed development on the Bell College site that will also add a significant quantum of traffic into the location.

It is understood that no detailed traffic modelling has been undertaken within the area to determine what impact the existing traffic, committed traffic from the Bell College development and traffic from the proposed allocations of GB1 and GB2 will have on this location. Unless that modelling is complete, it is considered that the traffic generation of these sites cannot be confirmed as being capable of being accommodated into the local highway network or not having an adverse impact on the current bus route. As such, therefore, it is considered that the allocation of these sites would be contrary to the Local Plan Policy 8/2 which states:

8/2 Transport Impact

Developments will only be permitted where they do not have an unacceptable transport impact. Proposals must include sufficient information in order for the likely impact to be assessed.

In this instance, the implications are considered to be:

- Additional traffic within an area of high traffic activity in the peak hours;
- The potential impact on the operation of a non-car transport infrastructure, namely the current traffic-free bus route along Worts' Causeway.

5.3 Summary

It is recognised by the Council that the development of these sites will require the relocation of the Worts' Causeway bus gate. In practice, the development sites will introduce additional traffic on Worts' Causeway and Babraham Road. It is not, on the basis of the content of the initial consideration of the sites within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation, considered that the implications of these developments on the local transport networks, and particularly the non-car network, has been adequately appraised.

6.0 CONCLUSIONS

This Statement in Respect of Transport Issues is prepared in support of representations submitted to Cambridge City Council by Mr N and Mrs KM Parry-Jones and Mr JD and Mrs LC Lucraft ("The Objectors"). The Objectors are submitting representations objecting to the allocation of land at Worts' Causeway for residential development within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation.

The land is identified comprises 2 parts, located to the north and south of Worts' Causeway, and are identified as having a potential capacity of 480 dwellings.

The statement undertakes an initial audit of the existing transport policy conditions that affect the site and its setting. The nature of the local traffic conditions, including the public transport services, pedestrian and cycle provision and local highway standards are all described.

The assessment concludes that:

- In light of the lack of a suitable link through to Almoners' Avenue from GB1, the actual distances from the centre of both GB1 and GB2 are equivalent. On this basis, neither site lies within what Manual for Streets might call a 'walkable neighbourhood' and therefore the listed 'cons' for GB2 apply equally to GB1.
- The traffic generation of these sites cannot be confirmed as being capable of being accommodated into the local highway network or not having an adverse impact on the current bus route. As such, therefore, it is considered that the allocation of these sites would be contrary to the relevant Local Plan Policy relating to traffic impact.

For this reason, it is considered that the appraisal of the site contained within the Cambridge Local Plan Issues & Options 2: Part 1 Joint Consultation is not reflective of the actual situation were these sites to be developed, and so this assessment should be reviewed and amended accordingly.

7.0 CLOSURE

This report has been prepared by SLR Consulting Limited with all reasonable skill, care and diligence, and taking account of the manpower and resources devoted to it by agreement with the client. Information reported herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is for the exclusive use of Mr N and Mrs KM Parry-Jones and Mr JD and Mrs LC Lucraft; no warranties or guarantees are expressed or should be inferred by any third parties. This report may not be relied upon by other parties without written consent from SLR.

SLR disclaims any responsibility to the client and others in respect of any matters outside the agreed scope of the work.