

such as the expansion of the Controlled Parking Zone and to carefully assess the feasibility of fiscal measures such as road user charging or a workplace parking levy.

- 8.4 References in this document to the Cambridgeshire Guided Bus relate to the scheme proposed by Cambridgeshire County Council for a rapid transit scheme using guided bus technology in the Huntingdon to Trumpington corridor. The scheme was granted a Transport and Works Act Order in December 2005. Subsequently deemed planning permission was issued for the necessary works subject to 10 conditions.

### 8/1 Spatial Location of Development

For non-residential proposals likely to attract a large number of trips, applicants should demonstrate that the location is the most suitable with regard to access by public transport, cycling and walking. In general, the sequential approach should be followed, whereby preference is given to more central locations.

- 8.5 It is important that the location of new development should minimise the need for private car use, and maximise the scope for access by sustainable modes of transport. For this reason, a central location will often be preferable, due to the high availability of public transport services from outer areas of Cambridge and the Sub-region.
- 8.6 Out-of-centre non-residential development will only be acceptable where it can be clearly demonstrated that the location is suitable, and will not encourage additional car use compared with a more central location. This approach seeks to avoid or reduce traffic impact where this may affect bus service reliability. Good accessibility by public transport will still need to be ensured.



### 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.

- 8.7 It is important that development does not have an unacceptable impact on the transport network, and this should be demonstrated as part of any application. 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. It should also be demonstrated that the level of parking proposed is consistent with the results of any Transport Assessment submitted.



### 8/3 Mitigating Measures

For development likely to place demand on the transport system, suitable mitigating measures will be required. Financial