

D7 TRANSPORT

OBJECTIVES

- D7/a To develop an improved rights of way network to support sustainable transport, recreation and health, and connecting the town to neighbouring villages and the open countryside;**
- D7/b To provide attractive, direct, safe and convenient walking routes within the town linking homes to public transport and the main areas of activity such as the town centre and employment areas;**
- D7/c To provide a network of cycleways, segregated from other modes where appropriate and to ensure covered, secure cycle parking facilities for homes, workplaces, the town centre, local centres and other places;**
- D7/d To create an effective and dedicated local busway through the town to maximise the opportunities offered by the Guided Bus route and to ensure that all dwellings are within easy walking distance of a bus stop;**
- D7/e To secure the vitality of the town centre by ensuring adequate access for the residents of the town and surrounding villages, with a focus on the dedicated local busway, but covering all modes and including an appropriate level of car parking;**
- D7/f To develop a network of streets which connect the principal land uses;**
- D7/g To link Northstowe to the main road network whilst minimising the impact of traffic generation on surrounding communities;**
- D7/h To identify the appropriate stages in the development when public transport services and transport infrastructure will need to be provided.**

INTRODUCTION

- D7.1** For Northstowe to be a truly sustainable place it will be important to ensure that the transport infrastructure encourages the use of more sustainable forms of travel – public transport, cycling and walking. The compact, higher density form of development proposed will also favour journeys to be made by these modes. At the same time provision will have to be made for cars and goods vehicles. It will be important to integrate the various modes, providing interchanges to encourage maximum use of the sustainable modes.

ROAD INFRASTRUCTURE

POLICY NS/12 Road Infrastructure

- a) Adequate highway capacity will be required to serve all stages of development.

A14 Improvements

- b) Planning permission for Northstowe will include a 'grampian' condition which will link the start and phased development of the new town to improvements to A14 road improvements (including parallel distributor roads) between Bar Hill and Cambridge, such that it will be capable of carrying the additional traffic from a new town of 8,000 dwellings.
- c) Development of the new town will not be permitted until appropriate improvements to the A14 have been implemented.

Primary Road Access

- d) Northstowe will be accessed by the following new and existing roads:
 - (i) An improved Hattons Road from the A14 or its parallel distributor road and a new road into the southern end of Northstowe;
 - (ii) A new access from the proposed Longstanton West Bypass / Station Road, Longstanton into the northern end of Northstowe;
 - (iii) A new road from the A14 or its parallel distributor road in the vicinity of the existing Dry Drayton junction into the southern end of Northstowe.
- e) All roads will be designed and located to minimise and where possible avoid any adverse impacts on the landscape and existing residential properties.

Emergency Access

- f) There will be an additional access from Station Road, Oakington into Northstowe restricted to use by emergency services, cycling, pedestrians, and horse riders.

Mitigating Traffic Impact

- g) Traffic management measures will be funded by the development to minimise traffic impacts on nearby villages.**

Willingham Bypass

- h) If at the time of grant of outline planning permission a Willingham bypass is required by the County Council, the developers of Northstowe will be required to make a contribution towards construction related to the forecast percentage volume of traffic that will be generated by Northstowe.**

A14 Improvements

- D7.2 The A14 is proposed to be improved to a dual three-lane carriageway, with associated parallel local roads. The Highways Agency will be consulting on the preferred route in Spring 2005, with a view to the improvements being completed in the period 2011-2015.
- D7.3 Development of Northstowe needs to be carefully phased to ensure adequate infrastructure improvements along the A14 corridor are in place in order to avoid exacerbating the existing congestion and safety problems. This may include the early provision of parallel local distributor roads.

Primary Road Access

- D7.4 Links from an improved Hattons Road and from Dry Drayton Road will provide access onto the A14 / parallel distributor roads so as not to increase traffic passing through local villages.
- D7.5 A link to the Longstanton West Bypass / Station Road, Longstanton junction will provide additional access onto the local road network to the north, allowing adjoining villages to access the facilities and services at Northstowe.

Local Road Access

- D7.6 Whilst there will be no local road access in the vicinity of Oakington and Westwick into Northstowe, there is a need for emergency service access to avoid lengthy response times. An access-only road will be provided for use by emergency services, cyclists, pedestrians and horse riders, which will provide improved permeability into Northstowe via non-car modes. Physical mechanisms will be incorporated into the design of the road to ensure access to general traffic is prevented.

Mitigating Traffic Impact

- D7.7 Careful consideration will need to be given to the design of access roads and junction layouts to minimise their impact on local residents, for example noise, and ensure there will be no resultant rat-running in the villages. Consideration will also need to be given to the adequacy of existing traffic calming measures to deal with the impact of additional traffic.
- D7.8 Traffic flows on the B1050 through Longstanton have already caused a Longstanton bypass to be required as part of a development at Home Farm, Longstanton. The requirement for a bypass for Willingham will be explored by the County Council as local highway authority and if traffic forecasts demonstrate that these measures will be needed over the lifetime of the development of Northstowe, the developers of the new town will be required to make a contribution related to the percentage volume of traffic which will be generated / attracted by Northstowe.

ALTERNATIVE MODES

POLICY NS/13 Alternative Modes

- a) **Adequate provision for alternative transport modes will be required to serve all stages of development.**

Public Transport

- b) **High Quality Public Transport will be provided, with associated quality infrastructure, serving the whole of Northstowe. A dedicated local busway, linked to the Guided Bus route on the disused St Ives railway line will be aligned and have a number of stops to maximise accessibility within Northstowe whilst not compromising the level of service. All development will be within 600m easy walking distance of a stop on the dedicated local busway or within 400m walking distance of other local bus stops. Developers will provide an initial subsidy for new residents for a period of 12 months after occupation to encourage bus usage.**

Park and Ride

- c) **The Park and Ride stop for the Guided Bus on the disused St Ives railway line will be easily accessible by foot and cycle from Northstowe. Direct road access to the site from the town will not be provided.**

Cycling and Pedestrians

- d) **There will be a network of dedicated, segregated, high quality, safe, direct, connected and convenient rights of way, including cycle, pedestrian, horse riding routes, both within Northstowe, connecting with surrounding villages, and the wider rights of way**

network. These routes will be complemented with quality infrastructure including signing, seating and lighting where appropriate. Secure cycle parking will also be provided in accordance with the minimum standards set out in the Core Strategy.

Car Pooling

- e) **Car pooling and shared use of car parking facilities will be encouraged, particularly on mixed-use sites, to minimise the amount of land given over to car parking. This must be explored through the Transport Assessment and Travel Plan.**

Public Transport

- D7.9 High Quality Public Transport (HQPT) will form a fundamental part of making Northstowe a sustainable new town and minimise its impact of the environment. The most significant connection for public transport for Northstowe will be the Guided Bus, offering services to the main centres of attraction in Cambridge and St. Ives / Huntingdon, and various points in between.
- D7.10 Northstowe will be served by a dedicated local busway connected to the main through route along the disused railway line at either end of the town. Unlike the through route, it will not be guided as this would create a barrier to movement within the town, but should take the form of a dedicated busway, segregated from other traffic, ensuring bus priority and better integration into the urban form of Northstowe, serving the main centres of attraction. The dedicated local busway will be supplemented by a local bus network with additional bus stops which will enable total public transport coverage within Northstowe.
- D7.11 All development within Northstowe will be within easy access of a public transport stop. The dedicated local busway should maximise coverage within Northstowe, with the aim that all areas will be within easy walking distance of a stop (no more than 600m walking distance, equating to a 5-10 minute walk). However, it would not be desirable to achieve total coverage if this would compromise the quality of service that could be provided. Therefore, a careful balance must be struck between coverage and quality of service. The Council will seek as much of the development as possible to be within 600m of a stop on the dedicated local busway, but where this is not possible, it should be within 400m of a local bus stop.

Park and Ride

- D7.12 A Park and Ride facility is planned as part of the Cambridgeshire Guided Busway proposals on the north western edge of Northstowe, to be served by

buses on the guideway and dedicated local busway. The dedicated local busway will serve residents of Northstowe, so there will be no need for residents to use the Park and Ride facility.

D7.13 The Park and Ride facility will be easily accessible by foot and cycle from Northstowe, as it will be the closest bus stop for residents in the northern part of the town. Direct road access from Northstowe will not be provided in order that car parking will be available for more long distance travellers, with vehicular access from Station Road, Longstanton.

D7.14 The Council will also seek to explore opportunities for shared use of the car park with other nearby uses, in accordance with the strategy in the Travel Chapter of the Core Strategy.

Cycling and Pedestrians

D7.15 Cycling has the potential to substitute for short car trips, particularly for journeys under 5km. Northstowe presents an opportunity to design at the outset a town where distances to facilities and services are minimised, and accessibility is maximised by walking and cycling.

D7.16 External rights of way routes will be provided to:

- Surrounding villages within a 5km radius including Oakington, Longstanton, Willingham, Rampton, Cottenham, Histon, Impington, Girton, Dry Drayton, Bar Hill, Swavesey and Over;
- The National Cycle Network – Route 51 (along the Guided Busway);
- The wider rights of way network of byways, bridleways, cycleways, footpaths.

D7.17 Internal routes will be provided linking the residential areas and main destinations such as the town centre, local centres, schools, employment, open spaces and other services and facilities.

D7.18 Routes will be segregated, high quality, safe, direct, connected and convenient for all users, including the less able, such as partially sighted, hearing impaired, and wheelchair users. These routes will also be complemented with quality infrastructure, such as signing, secure cycle parking, seating and lighting (of a level appropriate to the location).

Car Parking

D7.19 It will be important to establish a culture within the development which accepts that whilst the car has an important role in providing for some

journeys, for those journeys within Northstowe and to other key destinations such as Cambridge it should be the least preferred option.

D7.20 In part, this will be influenced by the scale of provision of car parking both in residential areas and at key destinations. There will be a need for a certain level of car parking to enable people to park without causing social or amenity problems and to enable the town to function effectively. This will include making adequate and convenient provision for disabled parking.

D7.21 Maximum car parking standards are set out in the Core Strategy and will apply to the development at Northstowe. In addition, given that Northstowe will be served by HQPT, opportunities for reduced levels of parking will be explored in locations close to facilities and services, and for car pooling and shared parking, for example on mixed-use sites, particularly where there is a suitable mix of day and night-time uses.

D7.22 Car parking will be designed to minimise the impact on the urban form, in terms of visual impact, lighting, and should design out crime and the potential for “cruiser” gatherings, which have presented problems in other areas.

Green Travel Plans

D7.23 Employers in Northstowe will be required to prepare green travel plans to show how they intend to ensure that travel to work by car by their employees is not encouraged.