

Transport Mitigation Measures for Key Phase 1

Ref	Scheme	Delivery Mechanism	Trigger	Details	Benefits	Provisional Cost (to be finalised before signing of Section 106)
A	Pedestrian and cyclist connection from KP1 to Waterbeach Village	Condition	Prior to first occupation	The provision of a safe and lit pedestrian and cyclist connection from KP1 to Denny End Road via the Barracks. The connection facilitates onward connectivity to Denny Abbey.	Unlocks sustainable links between the site and Waterbeach Village allowing residents to utilise facilities on site without the need for private car. In addition, shorter journeys become preferable by suitable modes.	Development Cost
B	Pedestrian and cyclist connection from KP1 to A10 (north of Denny End Road)	Condition	Prior to first occupation	The provision of a safe and lit pedestrian and cyclist connection from KP1 to the A10 in a location north of Denny End Road. This connection provides access to the A10 shared footway / cycleway and when a bridge connection across the A10 is delivered.	Unlocks sustainable links between the site and Cambridge	Development Cost
C	Toucan Crossing south of Cambridge Research Park Roundabout	Condition	Prior to first occupation	At-grade crossing of A10 between KP1 and Cambridge Research Park. TRO to reduce speed limit previously agreed with CCC.	Unlocks sustainable links between the site, the existing village and the Cambridge Research Park	Development Cost
D	Improvements Existing A10 Shared cycleway and footway	Condition	Prior to first occupation	Improve and widen the existing facility to deliver up to 3m wide shared path with edge protection from A10 between junction of Denny End Road and Ely Road, Milton. Scheme also includes new footway / cycleway north of Denny End Road and access into site.	Improves sustainable links between the site and Cambridge	£1,099,975
E	Provision of Non-Motorised User Bridge across A10 "A10 Bridge"	Delivered via call for works/ call for contribution	Prior to occupation of 150 th unit	Pedestrian and cycle connection between the southern end of the site towards Landbeach (and onwards to Cambridge), the bridge will be provided to cross the A10 in a location north of the A10 junction with Denny End Road.	Unlocks sustainable links between the site, Landbeach, Cottenham and Cambridge. Addresses severance of A10 for pedestrians and cyclists.	£1,922,550
F	The Mere Way Shared Use route for pedestrians and cyclists "Mere Way Cycle Route"	Delivered via call for works/ call for contribution	Prior to occupation of 150 th unit	This includes the provision of a shared use route between the bridge over the A10 (item E) and the Cambridge northern fringe via Landbeach.	Unlocks sustainable links between the site, Landbeach, Cottenham and Cambridge.	£1,987,430
G	Toucan Crossing north of Car Dyke Road across A10 to Waterbeach Road	Delivered via call for works/ call for contribution	Prior to occupation of 1,250 th unit	At-grade signalised staggered crossing of A10 between existing Waterbeach Village and Waterbeach Road, Landbeach. A contribution provides the flexibility that this junction could be signalised as part of larger scheme.	Provides access from south of Waterbeach village to Landbeach and addresses the severance effect of the A10 for pedestrians and cyclists	£122,209
H	Environmental Improvements in Waterbeach, Landbeach, Cottenham, Horningsea and Milton "Environmental Improvement Scheme" and "Environmental Improvements in Local Villages"	Delivered via call for works/ call for contribution.	Scheme to be agreed not later than occupation of 750 th unit The Scheme should include a timetable for implementing the various works	Undertake design work for environmental and public realm improvements through Landbeach, Cottenham, Waterbeach, Horningsea and Milton. Provision of contribution to deliver works. Such measures would incorporate pedestrian, cyclist and traffic management measures subject to respective Parish Council agreements.	Provides opportunity for Parish Councils to input to environmental improvements within villages. To incorporate traffic management measures within the public highway to deter rat running traffic. Applicant to lead on design in consultation with Parish Councils. CCC will approve works.	£886,000
I	Cyclist Improvements through Milton "Milton Cycle Way Improvements"	Delivered via call for works/ call for contribution	Trigger of first occupation agreed provided cost of scheme can be reduced	To facilitate safer cycling routes through Milton Village to the Jane Coston bridge crossing the A14.	To improve connectivity between the site and Cambridge via the A10.	£560,572

J	Improvements to Existing Southbound Bus Stop in Landbeach "Existing Bus Stops Contribution"	S106 Contribution	Prior to commencement of the Waterbeach to Cambridge bus service	Contribution towards bus stop shelter maintenance and a contribution towards the implementation and maintenance of a southbound real time passenger information unit in Landbeach for the southbound relocated stop	Encourages more public transport use	£26,500
K	Improvements to existing bus stops in Landbeach (southbound and northbound) "Existing Bus Stop Improvements"	Delivered via call for works/ call for contribution	Prior to commencement of the Waterbeach to Cambridge bus service	To install a southbound bus stop shelter with hard standing at the back of the verge at a relocated southbound bus stop located approx. 40m north of the junction of Waterbeach Road. To enhance the existing northbound stop in terms of road markings	Encourages more public transport use	£7,000
L	Improvements to Existing Bus services between Waterbeach and Horningsea "Existing Bus Service Contribution"	S106 Contribution	Prior to occupation of 160th unit	Contribution towards bus service improvements between Waterbeach village and Horningsea Village. The contribution will be directed to whichever service CCC consider appropriate at the time the payment is made.	Improved access to the east side of Cambridge for public transport use.	£275,000
M	Provision of Bus Services between Key Phase 1 and Cambridge "Bus Service A" / "Bus Service A Contribution Instalments"	Delivered via call for works/ call for contribution		Extension of Milton Park & Ride services with frequency to be determined through Public Transport Strategy. Propose would use CRP roundabout access and would incentivise extraction of trips from A10 through free parking and subsidised bus travel. Proposed that these services would use Landbeach avoiding the A10.	High frequency public transport provision between the site and Cambridge. Would encourage existing Park & Ride trips to be intercepted earlier than currently.	£1,595,717
N	New Bus Service Connecting CRP and Waterbeach Station "Bus Service B"	S106 Contribution	Prior to occupation of 150 th unit	Private service put in place to coincide with train timetable and to transport passengers to the CRP and development. The connection would be through the barracks, the development and then the new vehicular access onto A10 and CRP. Opportunity to pick up drivers from hard standing area close to Barracks and relieve parking stress at existing station. This service would be provided up until the occupation of the 1,600 unit.	This would connect the CRP to the rail network and would allow new residents to get to the existing station prior to the station relocating.	£475,000
O	Community Bus Services "Bus Service C"	S106 Contribution	Prior to occupation of 150 th unit	The vehicle providing access to the railway station can be made available for community transport work between 0915 and 1445 on Mondays to Fridays, or at any time on the weekends (if required). This service would be provided up until the occupation of the 1,600 unit as a minimum.	Provides access to other parts of the community outside of peak hours.	N/A Captured above
P	Transport Interchange hub as part of KP1	Condition	Prior to first occupation	Located north of Primary Route, an area will be set aside for car parking to enable interchange with bus services set out in items L and M. Safe and secure and covered cycle parking will also be provided.	Provides a focal point for the early phase transport services. This would allow for temporary Park and Ride, cycle parking, buses to and from Cambridge, the CRP and the station	Development cost
Q	Improvements to existing Waterbeach Railway Station, Cycle Parking, Bus Stop and Access "Waterbeach Station Improvements"	S106 Contribution and call for works	To accord with Schedule of works by Network Rail – to be confirmed. CCC preference is prior to occupation	In accordance with a schedule of works agreed with Network Rail and CCC to include provision of safety warden at the level crossing barrier, access improvements in the vicinity of the station and cycle storage.	Enables the existing station to continue to provide an acceptable level of service prior to the relocation to the development site as part of RLW proposals	i) £500,000 (warden) ii) £350,000 (footpath improvements, cycle storage, bus stop) iii) maximum £1,000,000 (other improvements to existing station to be finalised with NR)
R	Improvements to bus access in the vicinity of Waterbeach Railway station "Waterbeach Station bus access"	Condition	Prior to first occupation	Works within the highway to install a short section of footway with bus stop for pick up and drop off of KP1 passengers located to the east of the existing railway station on Clayhithe Road.	Enable KP1 residents to access railway station	N/A included in (ii) above
S	Signalisation of the A10 junction of Humphries Road and Landbeach Roads	Delivered via call for works/ call for	Prior to occupation of 300 th unit	The provision of traffic signals to manage demand and to ensure the discharge of traffic from side arms. Potential for bus gate on Landbeach Road which would remove through traffic	Provides better traffic management along the A10	£422,729

	"A10 Signalisation Works A"	contribution		from this section of road and potentially discourage traffic from using Landbeach village.		
T	Access from Cambridge Research Park Roundabout	Condition	Prior to first occupation	Key Phase 1 vehicle access to be formed from the existing Cambridge Research Park roundabout via a 4th arm.	Enables vehicular access to the A10	Development Cost
U	Capacity improvement at Stretham Roundabout "Stretham Roundabout Works"	Delivered via call for works/ call for contribution	Trigger revised to prior to occupation of 300 th Unit	Widening of the A10 northbound to provide greater capacity at the junction	Reduces northbound delays and results in a better performing junction	£87,095
V	Traffic Monitoring equipment, purchase, installation and maintenance for 25 years "ATC Equipment Contribution" and "ATC Maintenance Contribution"	S106 Contribution	(i) ATC Equipment Contribution prior to commencement (ii) First 5 years maintenance contribution prior to commencement (iii) Remaining payments at 5 years intervals	To monitor traffic around the development site in accordance with an agreed Monitoring Scheme and managed through the Transport Review Group (TRG).	Allows an evidence base to be generated to measure development impacts on the network	£217,000
W	Review of Signal Timings at Butt Lane and Milton Park & Ride "A10 Signalisation Works B"	Delivered via call for works/ call for contribution	Trigger revised to prior to occupation of 500 th Unit	To undertake a review of the operation of the signals of Butt Lane and Milton Park and Ride and agree with CCC signals team any changes to the settings, and to make changes to the settings. To undertake work through a signals company.	To provide better traffic management along the A10	Revised to £2,000 for likely cost of the works as a guide
X	Bus detection system at Milton Park & Ride "Bus Priority Contribution" \ "Bus Priority Works"	S106 Contribution	prior to occupation of 500 th Unit	To provide a contribution to CCC to install a bus detection system to improve the detection of buses leaving the Park and Ride site for integration with the traffic signal controller at the Milton Park & Ride junction with the A10.	To provide better traffic management along the A10	£10,000
Y	A10 Capacity enhancements between Butt Lane and Milton P&R. "A10 Capacity Enhancements between Butt Lane and Milton Road"	Delivered via call for works/ call for contribution	Requirement assessed no later than 1350 to allow for delivery at 1600. If not needed, contribution directed to Post Phase 1 Transport Enhancement Fund	To widen the southbound single lane south of Butt Lane to two lanes to facilitate increased capacity southbound.	This is a measure that would provide increase stacking space and would feed the wider section of the A10 on the approach to the Milton interchange. It is a measure that may be required at the end of key phase 1, or in future phases, but only if strategic solution to the A10 is not forthcoming.	£750,000
Z	Fund Parking Consultation to consider increased parking controls around Waterbeach Station "Parking Consultation Contribution"	S106 Contribution	Trigger linked to monitoring of parking which will be a required by condition	To undertake annual surveys of parking around the existing Waterbeach Station during KP1 or until the station is relocated. Surveys with a summary of any changes should be sent to CCC. Should CCC consider that additional parking controls are required, then CCC to call for payment of item to allow for consultation and implementation of additional single or double yellow lines.	This would allow the potential negative effects of additional commuter parking at the station to be addressed through waiting restrictions. Trigger is dependent on a need as shown in the surveys.	£50,000
AA	Contribution to works at the Milton Interchange to provide increased capacity (southbound flare) on A10 approach to junction "A10 Flare Works"	Delivered via call for works/ call for contribution	Requirement assessed no later than 1350 to allow for delivery at 1600. If not needed, contribution directed to Post Phase 1 Transport Enhancement Fund	To provide capacity improvement on approach to junction. Works / contribution to be called upon should traffic monitoring indicate it to be necessary.	Implemented if, through monitoring, it can be established that the performance of the junction in conjunction with trips being generated from the site is worse than was forecast through modelling undertaken. If scheme is not required in KP1, it may be required in future phases if strategic solution for the A10 is not forthcoming.	£343,290

BB	Implementation of KP1 Travel Plan in accordance with Framework Travel Plan “Framework Travel Plan” and “Framework Travel Plan Coordinator”	S106 Obligation	Prior to first occupation	The implementation of a Travel Plan that relates to KP1 and accords with the measures and governance set out in the Framework Travel Plan. Elements within the TP wording will need to be the Travel Plan Coordinator role and the measures for residents / employees.	The Travel Plan would look to encourage more sustainable travel from the development and in surrounding communities.	£750,000 anticipated sum – cost not capped
CC	Widening of Denny End Road at its junction with the A10 “A10/Denny End Road Works”	Delivered via call for works/ call for contribution	Prior to occupation of 150 dwellings	Junction widening of Denny End Road to provide greater vehicular capacity at junction on both Denny End Road and the A10.	PM peak capacity limits result in need for trigger to be set early in the KP1 works.	£172,126.
DD	On Site Bus Stops “On-Site Bus Shelter” and “On Site Bus Shelter Maintenance Contribution”	S106	Relevant Reserved Matters in which stop included.	Provision of and maintenance cost for up to 12 bus stop shelters (6 pairs) within the Development in location to be approved as part of relevant Reserved Matters	Encourages more public transport use	£84,000
EE	Transport Enhancement Fund	S106		For additional as yet unidentified transport improvements either late in KP1 or post KP1. To be supplemented by any underspend on the defined KP1 Package		£1,500,000
	Total					£15,196,193