

D5 TRANSPORT

OBJECTIVES

- D5/a To develop an improved rights of way network to support sustainable transport, recreation and health, and connect the development to Cambridge, neighbouring villages and the open countryside.**
- D5/b To provide attractive, direct, safe and convenient walking routes within the development linking homes to public transport and the main areas of activity nearby.**
- D5/c To provide a network of cycleways, segregated from other modes where appropriate and secure cycle parking facilities.**
- D5/d To link development to the main road network whilst minimising the impact of traffic generation on nearby communities.**
- D5/e To identify the appropriate stages in the development when transport infrastructure will need to be provided.**

POLICY CSF/10 Road Infrastructure

Trumpington West

- 1. Planning permission for development at Trumpington West will not be granted until it has been demonstrated by the applicants that there will be sufficient highway capacity on Hauxton Road to serve all stages of the development such that morning peak traffic queuing outside of school holidays between Shelford Road and M11 would not be materially worse than conditions prevailing at the time of submission of the first planning application;**
- 2. The development will be served by two road accesses onto Hauxton Road, one of which will be aligned so that it will connect to the Hauxton Road / Addenbrooke's Link Road junction which will lie in Cambridge City Council's area;**
- 3. Traffic management measures will be funded by the development to minimise traffic impacts on nearby communities and users of Hauxton Road;**

Addenbrooke's Access Road

- 4. All new infrastructure linking the urban extension to the existing network will have appropriate landscaping to ensure they integrate into the existing landscape character.**

Road Infrastructure & Road Access

- D5.1 Development at Trumpington East / Addenbrooke's requires that a new road is provided to link Hauxton Road to Addenbrooke's Hospital which will also serve the new residential areas east and south-east of Trumpington and the Medical Research Park at Addenbrooke's.
- D5.2 At Trumpington West two accesses will be required onto Hauxton Road, the southern one leaving Hauxton Road at the same point as the new Addenbrooke's Link Road in order to minimise delays on Hauxton Road.

Mitigating Traffic Impact

- D5.3 Access roads and junction layouts will be designed and located to minimise the impact of traffic on local residents.

POLICY CSF/11 ALTERNATIVE MODES

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

Public Transport

- b) All development will be within 400m easy walking distance of a High Quality Public Transport bus stop.**

Cycling and Pedestrians

- c) There will be a network of dedicated, segregated, high quality, safe, direct, connected and convenient rights of way, including cycle, pedestrian and, horse riding routes, both within the development and, connecting with the rest of Cambridge, 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 Cambridge City Council's cycle standards as set out in Appendix 1.**

Car Pooling

- d) **Car parking will be provided in accordance with the maximum standards as set out in the Cambridge City Local Plan. Car pooling will be encouraged to minimise the amount of land given over to car parking. This must be explored through the Transport Assessment and Travel Plan.**

Public Transport

- D5.4 High Quality Public Transport (HQPT) will form a fundamental part of making the new development sustainable and minimise its impact on the environment. All development will be within easy walking distance of a bus stop (no more than 400m walking distance, equating to a 5 minute walk).
- D5.5 The majority of Trumpington West will be within 400m of Trumpington Park and Ride site with a frequent service into Cambridge City Centre along Trumpington Road. There is also a frequent shuttle service between the Park and Ride site and Addenbrooke's Hospital, which also serves Long Road Sixth Form College. Once the Guided Busway is developed, it will also provide direct links to Addenbrooke's Hospital, Cambridge Railway Station and the main centres of attraction within Cambridge. The majority of northern parts of the development will be within 400m of a stop on the High Quality Public Transport Route along the Hauxton Road into Cambridge.

Cycling and Pedestrians

- D5.6 Cycling has the potential to substitute for short car trips, particularly for journeys under 5km. Cambridge Southern Fringe represents a major opportunity to connect the development to the rest of the City by bicycle. In order to achieve a high level of cycle use there will need to be a network of dedicated high quality cycle routes.
- D5.7 Rights of way routes will be provided to:
- Integrate with the existing network serving Cambridge City Centre and other nearby centres of attraction, including Addenbrooke's Hospital;
 - Surrounding villages within a 5km radius including; Barton, Grantchester, Harston, Haslingfield, Hauxton, Great and Little Shelford, Newton and Stapleford.
 - The wider rights of way network of byways, bridleways, cycleways and, footpaths.
- D5.8 Routes will be segregated, high quality, safe, direct, connected and convenient for all users, including the less able, such as the partially sighted,

hearing impaired, and wheelchair users. These routes will also be complemented with quality infrastructure, such as signing, seating and lighting (of a level appropriate to the location). Secure cycle parking will be provided to serve the development. As an urban extension to Cambridge, it would be appropriate for the City Council's standards to cover the entire Cambridge Southern Fringe development. These are set out in Appendix 1.

Car Parking

- D5.9 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 most journeys from the development to other locations in Cambridge it should be the least preferred option.
- D5.10 In part, this will be influenced by the scale of provision of car parking in residential areas. There will be a need for a certain level of car parking to enable people to park without causing social or amenity problems. This will include making adequate and convenient provision for disabled parking.
- D5.11 As an urban extension to Cambridge, it would be appropriate for the City Council's standards to cover the entire Cambridge Southern Fringe development. The standards which would be applied would those which pertain to those areas of the City outside the Controlled Parking Zone (CPZ), as set out at Appendix 2.
- D5.12 In addition, given the sustainable location and that it will be served by HQPT, opportunities for car pooling will be explored. |
- D5.13 Car parking will be designed to minimise the impact on the urban form, in terms of visual impact, lighting, and should design out crime.

APPENDIX 1 CAR PARKING STANDARDS

1. INTRODUCTION

- 1.1 The standards set out in this document define the appropriate levels of car parking for various types of development. These levels should not be exceeded but may be reduced where lower car use can reasonably be expected.
- 1.2 Car parking standards are defined for most land uses, however for some land use types whose transport patterns are difficult to generalise (for instance training centres and museums), it is not possible to establish general parking standards. For these very specific uses, car parking provision will be approved on merit, on the basis of a Transport Assessment and negotiation.

Application of the Standards

- 1.3 Parking for disabled people will be required for their exclusive use at all sites in accordance with Section 6. It should be noted that under the Disability Discrimination Act, it is the responsibility of site occupiers to ensure that adequate provision is made for the needs of disabled people.
- 1.4 Levels of car parking below the stated levels, including car-free developments, will be supported where:
- (a) The site has good access to HQPT bus services, pedestrian and cycle routes; and
 - (b) For residential developments, the site is within close proximity to shops and other local services; and
 - (c) Reduced car ownership / use can be encouraged by provision of car pooling / car share clubs; and
 - (d) Reduced car ownership / use can be enforced by means of a planning condition or obligation, on-street controls, or other methods to ensure that increased on-street parking pressure will not occur.
- 1.5 Some developments may have an exceptional need for vehicle parking in addition to that specified in the standards. Where this can be shown to be necessary, either by the applicant or the Local Planning Authority, such parking should be provided in addition to that stated in the following sections. Such additional parking may be necessary where there will be shift-working staff and non-car travel options are not viable, for example. Preliminary discussions and Transport Assessments will play a key role in demonstrating the need for any such additional parking.
- 1.6 Where reference is made to staff numbers, this relates to the typical number of staff working at the same time.

2. RESIDENTIAL USES

Residential Dwellings

- 2.1 Table 1 gives the car parking standards for residential uses. In addition to these ratios provision should be made for visitors at the ratio of 1 space for every 4 units, provided that off-street car parking spaces resulting from the development would not be above 1.5 car parking spaces per dwelling, the maximum level permitted by PPG3. Visitor parking should be marked appropriately.

Table 1: Residential Development

Dwelling Size	Standard
Up to 2 bedrooms	1 car parking space
3 or more bedrooms	2 car parking spaces

Other Residential Developments

- 2.2 Table 2 sets out the car parking standards for residents, visitors and staff. In addition, developers will need to demonstrate that their proposal provides for any particular exceptional needs, such as service vehicles.

Table 2: Other Residential Developments

Type of Development	Standard
Guest houses and hotels	2 spaces for every 3 bedrooms and 1 space per resident staff.
	Off-street coach parking to be conveniently located in relation to developments of 40 or more bedrooms.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Nursing homes	1 space for every 8 residents, 1 space for every 2 members of staff

	Provision must be made for ambulance parking.
Retirement homes / sheltered houses	1 space per 4 units, 1 space for every 2 members of staff.
	Provision must be made for ambulance parking. A secure, covered, enclosed area with electricity sockets needs to be provided for electric buggies.
Student residential accommodation where proctorial control or alternative control on car parking exist	1 space per 10 bed spaces or an area for both pick-up/drop-off at the end of term time and visitor parking.
	1 space per resident warden / staff.
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Student residential accommodation where proctorial control does not exist or where control exists but the development will house conference delegates	1 space per 3 bed spaces.
	1 space per resident warden / staff
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided. Controls will be necessary to limit use of car parking outside conference times.
Residential schools, college or training centre	On merit
	Where there are rooms specifically designed for people with disabilities, disabled parking of at least 1 space for each room so designed should be provided.
Hospitals	On merit

3. RETAIL, CULTURE, LEISURE AND SPORTS USES

- 3.1 Transport Assessments will play a key role in determining the optimal level of car parking, particularly for mixed-use developments and retail parks where linked trips might lead to a level of parking below the standards.
- 3.2 A picking up and dropping off point for taxis and mini-buses will need to be provided for uses in Table 4.

Table 3: Retail, Culture, Leisure And Sports Uses

Use	Standard
Food retail	1 space per 50 m ² GFA ¹ up to 1,400 m ² and 1 per 18 m ² thereafter, including disabled.
Non-food retail	1 space per 50 m ² GFA, including disabled.
Financial and professional services	1 space per 40 m ² GFA, including disabled car parking.
Food and drink takeaways	1 space per 20 m ² drinking / dining area, including disabled. 1 space for proprietor when resident.

Table 4: Assembly, Culture, Leisure And Sports Uses

Use	Standards
Museums, Exhibition venues	On merit
Sports & recreational facilities, swimming baths	2 spaces for every 3 staff, plus 1 space for every 4 seats, including disabled.
Cinema	1 space for every 5 seats, including disabled.
Stadia	1 space for every 15 seats, including disabled.
Places of assembly including, theatre, auditoria and concert hall	1 space for every 4 seats, including disabled and staff car parking.

Place of worship	1 space for every 8 seats, including disabled.
Public halls / community centres	1 space per 20 m ² of public space, including disabled

4. OFFICE USE

- 4.1 Access will primarily rely on public transport, cycling and walking.

Table 5: Business And Industrial Uses

Use	Standards
Offices, General Industry	1 space per 40 m ² GFA, including disabled
Storage	1 space per 100 m ² GFA, including disabled

5. NON-RESIDENTIAL INSTITUTIONS

Table 6: Non-Residential Institutions

Use	Standards
Clinics and Surgeries	1 space for every professional member of staff plus 2 spaces per consulting room
Non-residential schools	2 spaces for every 3 staff.
Non-residential higher and further education	2 spaces for every 3 staff.
Crèches	2 spaces for every 3 staff.

6. PROVISION FOR PEOPLE WITH DISABILITIES

- 6.1 At least 5% of the total number of car parking spaces should be reserved for disabled people, rounded up to the nearest whole space. Where parking provision is below the Standards the required proportion of spaces reserved for disabled people will therefore be higher than 5%.

- 6.2 Higher ratios than the 5% given above may be required in some cases by the Local Planning Authority, for example at medical facilities, residential care homes, community facilities and any other uses where a higher proportion of disabled users/visitors will be expected. It should be noted that provision at the above levels or any required by the Local Planning Authority does not guarantee that the requirements of the Disability Discrimination Act will be met, which is the responsibility of the building occupier or service provider.
- 6.3 Spaces for disabled people should be located adjacent to entrances, be convenient to use and have dimensions that conform to Part M of the Building Regulations. If it is impossible to accommodate car parking spaces within the site, disabled car parking spaces should not be located at a distance more than 100 metres from the site.
- 6.4 Disabled car parking spaces should be marked either 'disabled' or with a wheelchair marking.

APPENDIX 2 CYCLE PARKING STANDARDS

1. INTRODUCTION

- 1.1 The standards in the tables below set out minimum requirements in terms of cycle parking for new developments and changes in use.
- 1.2 In addition to the application of these standards, new developments will have to comply with the following principles:
- Cycle racks or stands should conform to the design and dimensions as set out at the end of these standards.
 - For residential purposes cycle parking should be within a covered, lockable enclosure. For individual houses this could be in the form of a shed or garage. For flats or student accommodation either individual lockers or cycle stands within a lockable, covered enclosure are required. The cycle parking should be easily accessible and convenient to use.
 - Cycle parking for employees should be, in a convenient, secure location and where practical covered.
 - Short stay cycle parking, e.g. for visitors or shoppers, should be located as near as possible to the main entrance of buildings and covered by natural surveillance or CCTV. For large developments the cycle parking facility should be covered.
 - Reference to staff should be taken to mean the peak number of staff expected to be on site at any one time.
 - All cycle parking should be located to minimise conflicts between cycles and motor vehicles.
 - Some flexibility will be applied to applications where it can be demonstrated that strict adherence to the standards, for a multi-purpose site is likely to result in a duplication of provision.

Table 1: Residential Use

Type of Development	Number of Spaces
Residential dwellings	<ul style="list-style-type: none"> 1 space per bedroom up to 3 bedroom dwellings Then 3 spaces for 4 bedroom dwellings, 4 spaces for 5 bedroom dwellings etc. Some level of visitor cycle parking, in particular for large housing developments
Guest houses and hotels	1 space for every 2 members of staff and 2 spaces for every 10 bedrooms
Nursing homes	1 visitor space for every 10 residents and 1 space for every 2 members of staff
Retirement homes/ sheltered houses	1 space for every 6 residents and 1 space for every 2 members of staff
Student residential accommodation	<ul style="list-style-type: none"> 2 spaces per 3 bedspaces 1 visitor space per 5 bedspaces
Residential schools, college or training centre	(as above)
Hospitals	On merit

Table 2: Retail, Culture, Leisure And Sports Uses

Type of Development	Number of Spaces
Food retail	1 space per 25 m ² GFA ¹ up to 1,500 m ² thereafter 1 per 75 m ²
Non-food retail	1 space per 25 m ² GFA up to 1,500 m ² thereafter 1 per 75 m ²
Financial and professional services	1 space per 30 m ² GFA to include some visitor parking
Food and drinks	1 space for every 10 m ² of dining area

¹ Gross Floor Area

Museums, Exhibition venues	1 for every 2 members of staff Visitors: on merit
Sports and recreational facilities and swimming baths	1 space for every 25 m ² net floor area or 1 space for every 10 m ² of pool area and 1 for every 15 seats provided for spectators
Places of assembly including cinema, theatre, stadia, auditoria and concert halls	1 space for every 3 seats
Place of worship, public halls and community centres	1 space per 15 m ² of public floor area

Table 3: Office Uses

Type of Development	Number of Spaces
Offices	1 space for every 30 m ² GFA to include some visitor parking
General industry	1 space for every 40 m ² GFA to include some visitor parking
Storage and other B use classes	On merit

Table 4: Non-Residential Institutions

Type of Development	Number of Spaces
Clinics and surgeries	2 spaces per consulting room and 1 space for every 3 professional members of staff
Non-residential schools	Cycle spaces to be provided for 50% of children between 5 and 12 and 75% of children over 12 years
Non-residential higher and further education	Cycle parking for all students using the site and 1 for every 2 members of staff
Crèches and Nurseries	1 space for every 2 members of staff 1 visitor space per 5 children

2. CYCLE PARKING DESIGN AND LAYOUT

Design Of Rack

- 2.1 A Sheffield Stand is acceptable but a rounded A design is recommended as it provides additional support, particularly for smaller bicycles.

Sheffield Stand:

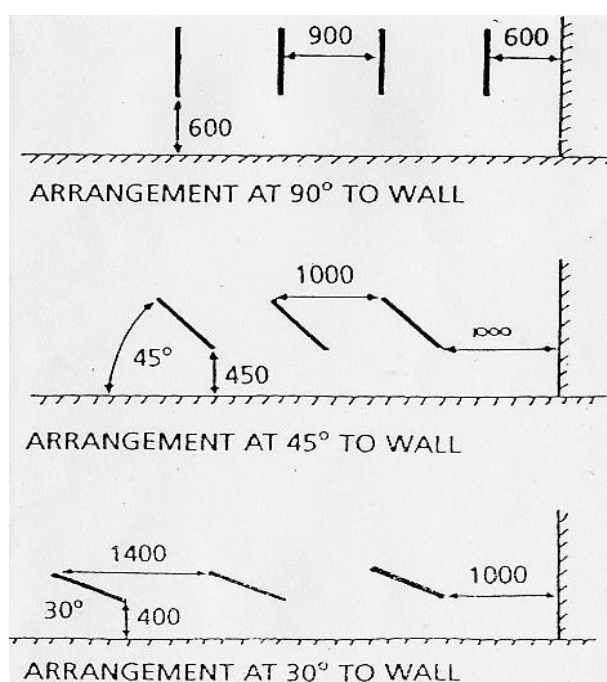


Rounded A Stand:



Layout

- 2.2 This diagram shows the spacing required for cycle stands. There should be a 1200mm space between a double row of stands. All measurements shown are in millimetres.



High Capacity

- 2.3 For increased capacity racks can be arranged at alternative heights with the type of rack that holds the front wheel in place. These racks are only acceptable if a support post is provided between each rack to which the frame for the bicycle can easily be locked. This type of rack also ensures a straight row of bicycles which is useful where space is a premium.

