

Cambridge and South Cambridgeshire Area Transport Plans

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Map 1 The Southern, Eastern, Northern and Western Corridors

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Executive summary

This document contains the second review of the Southern and Eastern Corridor Area Transport Plans (SCATP and ECATP) and the first review of the Northern and Western Corridor Area Transport Plans (NCATP and WCATP). These plans form Supplementary Planning Documents to the Cambridge Local Plan and the South Cambridgeshire Local Plan.

The four Area Transport Plans relate the level of trip generation by all modes from development in Cambridge and in the surrounding parishes in South Cambridgeshire to transport schemes that are proposed within each corridor to provide for these trips. The Area Transport Plans require development in each corridor to make a contribution to the pool of schemes, which is calculated on the basis of 'cost per generated trip'. Development within the corridors that generates a net increase of more than 50 trips by all transport modes is subject to the requirements of the relevant plan.

A number of changes have been made to the Area Transport Plans in this review. South Cambridgeshire District Council has adopted the SCATP and ECATP for the first time, and their area of coverage has been extended to include the inner ring of necklace villages around Cambridge to the south and east of the city. These villages are all within reasonable cycling distance of Cambridge city centre and employment sites to the south and east of the city. The boundaries of the NCATP and WCATP have also been slightly adjusted. The Cambridge Station Area development proposals have been included in the SCATP.

Schemes and scheme costs have been reviewed and additional schemes have been added to the Area Transport Plans to provide for the travel demand of the new allocations included for the first time. Two schemes have been removed from the SCATP; both will be funded from other sources.

The principle of developer funding for larger transport schemes from large-scale development is included in the SCATP and ECATP for the first time. These are schemes that will provide for travel on a sub-regional basis, but also provide for travel demand through the corridors.

Following this review of the Area Transport Plans, contributions will be sought for development in each corridor on the following basis:

- Southern Corridor **£385** per trip
- Eastern Corridor **£342** per trip
- Northern Corridor **£405** per trip
- Western Corridor **£203** per trip

1 Introduction

- 1.1 The Southern, Eastern, Northern and Western Corridor Area Transport Plans are Supplementary Planning Documents of the Cambridge Local Plan (1996) and the South Cambridgeshire Local Plan (2004). Together, these four plans cover Cambridge City Council's administrative area and a number of parishes in the South Cambridgeshire District Council administrative area that border Cambridge, and whose transport issues are closely linked to those of the city.
- 1.2 Map 1 (page 2) shows the areas covered by the four area transport plans. Development proposals that come forward within these areas are subject to the Planning Guidance contained within the plans.
- 1.3 The City and District Councils and Cambridgeshire County Council have produced the Area Transport Plans jointly. Information on the consultation carried out as part of this review of the Area Transport plans can be found in the '*Statement on Consultation for the Cambridge and South Cambridgeshire Area Transport Plans Supplementary Planning Document*' available from the City Council's Planning Reception at the Guildhall, Cambridge, and from South Cambridgeshire Hall, Cambourne.
- 1.4 The purpose of the four Cambridge Area Transport Plans is to:
 - i. identify new transport infrastructure and service provision that is needed to facilitate the development of Local Plan allocations in Cambridge and adjoining parishes in South Cambridgeshire; and
 - ii. identify a fair and robust means of calculating how individual development sites in these areas should contribute towards this transport infrastructure and service provision.
- 1.5 The Cambridgeshire Local Transport Plan (LTP) identifies measures to provide for sustainable transport provision and cater for existing trips on the network. However, public funding for infrastructure schemes to accommodate additional travel demand generated by developments is limited. Alternative means of bringing forward additional transport capacity are therefore required. The 'Area Transport Plan' approach is the current means by which the Councils will do this.
- 1.6 The Area Transport Plans detail the transport measures that will be required in order to meet the transport demand of sites allocated for development in the Cambridge and South Cambridgeshire Local Plans. The area transport plans quantify the level of person-trips that will be generated, along with the cost of the schemes and measures required. This allows the calculation of the contribution required from individual developments, based on the level of trip generation by all modes.
- 1.7 The City, District and County Councils recognise that the necessary transport infrastructure required to cater for a development's travel demands is likely to be beyond the scope of individual developments. Therefore contributions will be pooled to help implement the package of schemes for each area as detailed in the following sections.
- 1.8 Area Transport Plan funding of schemes is supplementary to LTP and other identified transport funds, and will not reduce Cambridgeshire County Council's commitment to provide transport infrastructure and services in Cambridge and the surrounding parishes through the Local Transport Plan.
- 1.9 To ensure that the levels of contribution being required of developers remains relevant, the Area Transport Plans will be subject to periodic review. Any change in the planning status of particular parcels of land will be reflected in the review, as will any changes to schemes promoted.

2 Policy background

- 2.1 The Area Transport Plans take into account current and emerging Local and National policy. The Cambridge Local Plan (1996) and South Cambridgeshire Local Plan (1993), Cambridge and Peterborough Structure Plan (2003) and Cambridgeshire Local Transport Plan (2001-2006) set out the linkages between land use and transport that form the underlying basis of the Area Transport Plans.
- 2.2 The Area Transport Plans supplement policies TR1, TR2, TR3, TR4 and TR51 of the Cambridge Local Plan 1996, policies TP1, TP2 and TP3 of the South Cambridgeshire Local Plan (2004) and policies P8/3 and P9/9 of the Cambridgeshire and Peterborough Structure Plan. Policy P8/3 states:

Policy P8/3 – Area Transport Plans

Area Transport Plans will be developed for Cambridge, Peterborough and the Market Towns, along with their surrounding areas. These will identify transport improvements to be made over the plan period and provide the basis for identifying transport contributions that will need to be made by developers.

- 2.3 The Report of the Panel following the Examination in Public of the Cambridgeshire and Peterborough Structure Plan noted in respect of the SCATP and ECATP:
- “In our view these plans are a very good demonstration of the effectiveness of the Area Transport Plan approach which is being promoted under Policy P8/3. They may also provide a precedent for the collection of developer contributions to fund infrastructure across the Cambridge Sub-Region as a whole.”*
- 2.4 The emerging sub-regional policy framework also informs the Area Transport Plans. The Roger Tym & Partners report, ‘Implementing the Cambridge Sub-regional Strategy’ identified a projected infrastructure deficit totalling £2 billion by 2016 if the forecasts of the current Regional Planning Guidance for housing and employment are met. A significant proportion of this deficit is related to transport.
- 2.5 The current LTP endorses the ‘Area Transport Plan’ approach as is seen in the Area Transport Plans. Cambridgeshire County Council’s new LTP for the period 2004-2011 (which was submitted to Government in July 2003) seeks to extend the Area Transport Plans approach to the Market Towns close to Cambridge. This will enable a consistent and equitable approach to developer funding of transport infrastructure and ensure that monies received are directed at schemes that are consistent with the local authorities aims.
- 2.6 The mechanism for calculating contributions was formulated with regard to the guidance of DETR Circular 1/97 (Planning Obligations) and Planning Policy Guidance Note 13 (Transport), with the emphasis on achieving necessary transport infrastructure to allow development in a fair, open and equitable manner. This guidance requires that contributions are reasonable in terms of the scale and nature of developments being proposed for the area.
- 2.7 In line with current national and local transport policy, the emphasis of any new transport capacity created in the corridors will be for pedestrians, cyclists and public transport. By identifying how additional capacity of this nature can be provided, the plans aims to:
- i. not increase car traffic in the area, particularly during the peak hours;
 - ii. increase the proportion of journeys made by bus, cycle and on foot;
 - iii. manage the transport network efficiently, and minimise delays to public transport users, pedestrians and cyclists;
 - iv. minimise the environmental and economic impact of transport.

3 The need for transport improvements

- 3.1 The transport network in Cambridge and the surrounding villages is under pressure. This results from the intense level of development in the area and physical factors such as the limited capacity for all modes of travel.
- 3.2 Undertaking further development within this constrained transport network has the potential to exacerbate existing problems if measures are not taken to provide additional capacity. The attendant congestion, delay, air quality and quality of life issues that come with these capacity problems must be avoided if new development is to be considered acceptable.
- 3.3 Work undertaken by the Councils indicates that if the sites in the corridors allocated for development in the Development Plan come forward, they will exert a significant daily travel demand by all modes. Some of this demand will be provided for by car, other trips by bus, cycle and on foot. With no infrastructure or service improvements, congestion, the reliability of other travel modes and safety will undoubtedly worsen.
- 3.4 The Councils consider that unless new transport capacity can be provided alongside development, there is little scope for that new development to take place and be accommodated in an acceptable way on the transport network. The Councils believe that developers within the corridors should contribute significantly towards the provision of this new capacity.
- 3.5 Table 1 summarises the potential trip generation of outstanding Local Plan allocations within the plans and the level of contribution sought per trip.

	Potential for development related growth in trips	Total contributions sought in each corridor	Contribution per trip
SCATP	18,065	£6,954,308	£385
ECATP	15,109	£5,168,342	£342
NCATP	8,190	£3,320,120	£405
WCATP	24,660	£5,016,860	£203

The schemes

- 3.6 Schemes have been identified in the Area Transport Plans that could provide additional transport capacity in the corridors or enhance the safety of users. These schemes are either contained within the LTP or are consistent with LTP core objectives. The schemes in each corridor are summarised in Chapter 4. Further detail relating to these schemes can be found in Appendix B.
- 3.7 The Councils believe that these schemes are necessary to provide for the additional travel demand that will result from new development in the corridors, and for the objective of the Area Transport Plans not to increase car traffic to be achieved. Development in Cambridge and the surrounding parishes will generate vehicular traffic, but the additional non-car capacity that is provided will accommodate both new and existing travel demand.
- 3.8 Listing the schemes in the following sections does not preclude the substitution or introduction of others if they are demonstrated to be more beneficial. Full local consultation will be undertaken prior to the implementation of new transport infrastructure.

Means of calculating contributions

- 3.9 By dividing the total cost of the development related transport schemes proposed in each corridor by the estimated number of new trips generated by development in the corridor, the Councils have identified a contribution that will be required per generated trip.
- 3.10 Contributions based on this formula will be calculated from the net increase in all modes trips¹ that a site's development will generate. Developments generating net increases in trip

¹ For the avoidance of doubt, "all modes trips" means any trip by car, public transport, bicycle or on foot, or by any other mode.

generation of over 50 trips will be liable to pay Area Transport Plan contributions. This 50-trip threshold applies to all sites, including those where intensification of use within the same use class is proposed (for example an existing office site redeveloped with new office space).

Delivery of schemes

- 3.11 Where contributions are made, the relevant Planning Authority will pool these according to the Area Transport Plan they relate to. The City and District Councils in conjunction with the County Council will seek to use the contributions to implement the package of measures for each corridor that will increase the capacity for movement in the corridors, as development progresses and funds become available. Contributions from sites in one corridor will not be spent in another.

Strategic transport schemes

- 3.12 Developer funding is also required towards a number of larger transport schemes contained in the Cambridgeshire Local transport Plan 2004-11 that provide for travel on a sub-regional basis, and for travel demand within the Corridors. These contributions are not included in the Area Transport Plan cost per trip methodology at this time. However, contributions will be sought towards these schemes from large-scale development proposals in the areas covered by the Area Transport Plans.
- 3.13 A number of sites from which contributions to strategic transport schemes due to their scale and the significance of their transport impact on a sub-regional level are detailed in Chapter 5.

Development trip rates

- 3.14 Table 2 contains trip rates that should be used to calculate the total transport impact of individual developments and thus contributions payable through the Area Transport Plans. Where a proposed development can be demonstrated to display different trip making characteristics it may be appropriate, in agreement with the relevant Council(s), to use a different rate.
- 3.15 Where a development does not fall directly into a use class in Table 2, levels of trip generation will need to be demonstrated on a site-by-site basis, and agreed between the applicant and the City / District / County Council as appropriate.
- 3.16 Further details on the trip rates used in Area Transport Plans can be found in Appendix A.

Table 2 Area Transport Plan trip rates

Land Use	First Principles Trip Rate			Units
	Daily In	Daily Out	Daily 2 way (24hr)	
Residential	4.25	4.25	8.5	Trips per dwelling
Hotel ²	2	2	4	Trips per bedroom
Student Residential	2	2	4	Trips per student
B1(a) Office	12	12	24	Trips per 100m ² Gross Floor Area
Secondary School 16 yrs+ / Sixth Form College ³	1.7	1.7	3.4	Trips per pupil

² These trip rates are for a hotel with no ancillary facilities (e.g. conference facilities, fitness suite). See notes in Appendix A.

³ Secondary schools are not liable to make payments for trips associated with pupils up to the age of 16. See Chapter 6 and Appendix A.

4 The corridors

- 4.1 The following sections provide details of schemes that are proposed in each corridor, and the level of trip generation that development allocations within the corridors could result in. This then allows the level of contribution per trip sought from development in each corridor to be calculated.

The Southern Corridor

- 4.2 In Cambridge City, the SCATP covers an area broadly defined by Mill Road and the Cambridge to Ipswich railway line to the north, and by the River Cam to the west. In South Cambridgeshire the SCATP covers all of the parishes of Hauxton, Great Shelford and Stapleford, and parts of Harston, Haslingfield, Little Shelford, Fulbourn, and Sawston. Map 2 (page 27) shows the Southern Corridor.
- 4.3 Table 3 below details the local schemes that have been identified in the Southern Corridor Area Transport Plan. Further detail relating to these schemes can be found in Appendix B and Table B1.

Table 3 Schemes to be secured by SCATP contributions		
Scheme Type	Scheme	SCATP Contribution (£)
Park and Ride	Extension of Babraham Road Park & Ride.	750,000
Bus Service	Cambridge – Trumpington – Sawston corridor improvements.	250,000
	Royston – Cambridge bus service improvements.	400,000
RTBI	Real Time Bus Information (RTBI).	250,000
	Bus stop improvements associated with RTBI.	650,000
Bus Priority	Emmanuel Street / Drummer Street Bus priority	125,000
	Cambridge Station Bus interchange	350,000
	Bus priority in Trumpington Road.	1,000,000
	Bus priority in Hills Road.	500,000
Core Traffic Scheme	Improvements to Hills Road bridge.	3,500,000
	Radial route signage.	200,000
	Extension of the Core Traffic Scheme.	500,000
Pedestrian / Cycle	Inner Ring Road improvements (Gonville Place).	100,000
	Upgrade existing cycle / pedestrian links in southern corridor.	400,000
	Shelfords to City cycle link.	700,000
	Whittlesford – Sawston cycle route.	175,000
	Coe Fen - Sheeps Green Bridge.	250,000
	Robinson Way - Babraham Road cycle route.	50,000
	Long Road cycle facilities.	162,500
	Trumpington Road – Mill Lane via Coe Fen cycle route.	75,000
Enhanced pedestrian facilities, Station Road / Hills Road junction	140,000	
	Ramp to Carter cycle bridge	75,000
Total		£10,602,500
	Contributions received or committed to date (see Appendix B)	£3,648,192
Total Outstanding		£6,954,308

- 4.4 The Councils estimate that new development in the Southern Corridor area is likely to generate around 18,050 trips on a daily basis. £6.95M is required to fund the SCATP schemes. This means that to bring about the required additional transport capacity in the area a contribution from developers of **£385** per generated trip will be sought. This figure will be reviewed in accordance with a suitable construction price index or if the schemes being promoted change. The derivation of cost per trip is detailed in Appendix B.

The Eastern Corridor

- 4.5 In Cambridge City, the ECATP covers an area broadly defined by Mill Road and the Cambridge to Ipswich railway line to the south, and Chesterton Road, Chesterton High Street and the River Cam to the north. In South Cambridgeshire, the ECATP covers all of the parishes of Teversham, Fen Ditton and Stow-cum-Quy, and parts of Fulbourn, Little Wilbraham and Horningsea. Map 3 (page 28) shows the Eastern Corridor.
- 4.6 Table 4 below details the local schemes that have been identified in the Eastern Corridor Area Transport Plan. Further detail relating to these schemes can be found in Appendix B and Table B1.

Table 4 Schemes to be secured by ECATP contributions		
Scheme Type	Scheme	ECATP Contribution (£)
Park & Ride	Expansion of Newmarket Road Park and Ride site.	710,000
Bus Service	Improved links to Newmarket Rd and Coldhams Lane.	200,000
	East Cambridge bus service improvements	475,000
RTBI	Real Time Bus Information (RTBI).	150,000
	Bus stop improvements associated with RTBI.	380,000
Bus Priority	Emmanuel Street / Drummer Street Bus priority	125,000
	Cambridge Station Bus interchange	150,000
	Newmarket Road Bus Priority Measures.	1,000,000
Core Traffic Scheme	Radial route signage.	200,000
	Inner Ring Road improvements (East Road).	150,000
Pedestrian / Cycle	Upgrade existing cycle / pedestrian links in eastern corridor.	300,000
	Ramp to Carter cycle bridge	75,000
	Newmarket Road cycle improvements.	200,000
	Riverside cycle bridge.	1,300,000
	Cycle route improvements along line of railway.	200,000
	Off-road cycle links to Cherry Hinton.	200,000
	Jubilee cycle route	300,000
Lode – Stow-cum-Quy cycle route.	150,000	
Traffic Calming	Tenison Road / St Barnabas Road / Devonshire Road traffic calming.	225,000
	Traffic Calming, Chesterton High Street.	200,000
	Cromwell Road traffic calming.	85,000
Total		£6,775,000
Contributions received or committed to date (see Appendix B)		£1,606,658
Total Outstanding		£5,168,342

- 4.7 The Councils estimate that new development in the Eastern Corridor area is likely to generate around 15,100 trips on a daily basis. £5.17m is required to fund the ECATP schemes. This means that to bring about the required additional transport capacity in the area a contribution from developers of **£342** per generated trip will be sought. This figure will be reviewed in accordance with a suitable construction price index or if the schemes being promoted change. The derivation of cost per trip is detailed in Appendix B.

The Northern Corridor

- 4.8 In Cambridge City, the NCATP covers an area broadly defined by Windsor Road, North Street and Castle Street to the west, and by Chesterton Road, Chesterton High Street and the River Cam to the south. In South Cambridgeshire, the NCATP covers all of the parishes of Histon, Impington and Milton, and parts of Cottenham, Landbeach and Waterbeach. Map 4 (page 29) shows the Northern Corridor.
- 4.9 Table 5 below details the local schemes that have been identified in the Northern Corridor Area Transport Plan. Further detail relating to these schemes can be found in Appendix B and Table B1.

Table 5 Schemes to be secured by NCATP contributions		
Scheme Type	Scheme	NCATP Contribution (£)
Bus Service	Citi 1, Citi 4 and Citi 7 bus service improvements.	1,400,000
	Cottenham / Science Park / City Centre bus service.	750,000
RTBI	Real Time Bus Information (RTBI).	185,000
	Bus stop improvements associated with RTBI.	470,000
Bus Priority	Emmanuel Street / Drummer Street Bus priority	125,000
	Cambridge Station Bus interchange	150,000
	Bus Priority measures – Histon village	500,000
	Bus Priority measures – Milton village	300,000
	Bus Priority Measures – Milton Road	600,000
	Bus Priority Measures – Histon Road	250,000
Core Traffic Scheme	Radial route signage.	150,000
Pedestrian / Cycle	Upgrade existing cycle / pedestrian links in northern corridor.	300,000
	Milton Cycle Bridge to Milton Road cycle improvements	150,000
	Pedestrian / cycle improvements, Histon Interchange	50,000
	Pedestrian / Cycle crossing of railway, Chesterton Sidings	1,200,000
	Gilbert Road - traffic calming / cycle improvements	180,000
	Kings Hedges Road – Riverside cycle route	520,000
	Arbury Road - Mere Way Toucan Crossing	60,000
Western Orbital cycle route - Histon Road to Huntingdon Road	412,500	
Traffic Calming	Mere Way / Carlton Way traffic calming measures, improvements to Stretten Avenue traffic calming	300,000
Total		8,052,500
Contributions received or committed to date (see Appendix B)		4,732,380
Total Outstanding		3,320,120

- 4.10 The Councils estimate that new development in the Northern Corridor area is likely to generate around 8,200 trips on a daily basis. £3.32M is required to fund the NCATP schemes. This means that to bring about the required additional transport capacity in the area a contribution from developers of **£405** per generated trip will be sought. This figure will be reviewed in accordance with a suitable construction price index or if the schemes being promoted change. The derivation of cost per trip is detailed in Appendix B.

The Western Corridor

- 4.11 In Cambridge City, the WCATP covers an area broadly defined by Windsor Road, North Street, Castle Street and the River Cam to the east. In South Cambridgeshire, the WCATP covers all of the parishes of Girton, Madingley, Coton, Barton, Grantchester and Comberton, most of Haslingfield, and parts of Dry Drayton, Hardwick, Harlton and Toft. Map 5 (page 30) shows the Southern Corridor.
- 4.12 Table 6 below details the local schemes that have been identified in the Western Corridor Area Transport Plan. Further detail relating to these schemes can be found in Appendix B and Table B1.

Table 6 Schemes to be secured by WCATP contributions		
Scheme Type	Scheme	WCATP Contribution (£)
Bus Service	St Neots corridor bus service improvements	1,100,000
RTBI	Real Time Bus Information (RTBI).	115,000
	Bus stop improvements associated with RTBI.	300,000
Bus Priority	Emmanuel Street / Drummer Street Bus priority	125,000
	Cambridge Station Bus interchange	150,000
	Bus Priority measures, A1303 St Neots Road / Madingley Road	1,000,000
	A428 Corridor bus improvements	500,000
Core Traffic Scheme	Radial route signage.	150,000
Pedestrian / Cycle	Upgrade existing cycle / pedestrian links in western corridor.	400,000
	Western Orbital cycle route – Huntingdon Road to Barton Road	755,000
	Madingley Road cycle route improvements	200,000
	Widening / Lighting – Coton Footpath	280,000
Total		5,075,000
Contributions received or committed to date (see Appendix B)		58,140
Total Outstanding		5,016,860

- 4.13 The Councils estimate that new development in the Western Corridor area is likely to generate around 24,650 trips on a daily basis. £5.015M is required to fund the WCATP schemes. This means that to bring about the required additional transport capacity in the area a contribution from developers of **£203** per generated trip will be sought. This figure will be reviewed in accordance with a suitable construction price index or if the schemes being promoted change. The derivation of cost per trip is detailed in Appendix B.

5 Developer contributions towards strategic transport schemes

- 5.1 As noted in paragraphs 3.12 and 3.13, developer funding is required towards a number of larger transport schemes contained in the Cambridgeshire Local Transport Plan 2004-11 that provide for new travel on a sub regional basis, and also provide for new travel demand through the Corridors. These will include a new railway station at Chesterton, access roads to serve new and existing development, and extensions to the Cambridgeshire Guided Busway to serve new development allocation
- 5.2 Two schemes are identified at the current time as requiring significant funding from development covered by the Area Transport Plans. These are:
- i. **Cambridgeshire Guided Busway**
The Cambridgeshire Guided Busway (CGB) major scheme was developed by Cambridgeshire County Council at the request of Government, in response to the recommendations of the Cambridge to Huntingdon Multi-Modal Study. The scheme benefits from £67 million identified funding, and requires a further £19.5 million to enable the scheme to be implemented.
 - ii. **Rural interchange sites / corridor improvements**
Rural interchange sites / corridor improvements are an integral part of the Cambridgeshire LTP strategy, and will provide for new transport demand in Cambridge and the Cambridge sub-region generated by development. The overall scheme cost of £28.4M includes interchanges / park & ride sites at Huntingdon, St Neots, Haverhill, Ely and Royston, and improvements to bus services and infrastructure on the corridors between these towns and Cambridge.
- 5.3 Table 7 shows currently identified funding towards these two schemes (as of August 2004).

Table 7 Identified funding of CGB and Rural Interchanges / Corridor Improvements

Scheme	Total scheme cost	Identified funding		Unfunded	Additional funding sought from...
		Amount	Source		
Cambridgeshire Guided Busway	£86.486M	£65M	Government	£19.486M	Clay Farm Addenbrooke's Cambridge Station Area Cambridge Northern Fringe (west) Northstowe Other sites on CGB route
		£2M	Arbury Camp		
Rural interchange sites / Corridor improvements	£28.4M ⁴	£0.3M	LTP (04/05)	To be determined	As CGB, and other development sites on corridors
		£0.485M	Arbury Camp		

- 5.4 Contributions towards these two schemes will be sought from large-scale development covered by the Area Transport Plans, including development in the Cambridge Northern and Southern fringes, Cambridge Station area, and in East and West Cambridge. Funding will also be sought from the new settlement at Northstowe, and from other large-scale development on the CGB route and on other corridors into Cambridge not covered by the Area Transport Plans.
- 5.5 Where development sites are on the route of the CGB, land may also be required from developers.
- 5.6 The Councils will negotiate contributions towards the schemes from development covered by the area transport plans, informed by consideration of their transport impact, level of overall

⁴ Total scheme cost for corridors into Cambridge only.

funding required, timescale of scheme and of payment of known funding, and the work carried out for Cambridge City Council and Cambridge Sub-region Infrastructure Partnership by Roger Tym⁵ to inform consideration of the level of planning obligations that could reasonably be sought from development.

- 5.7 Other major schemes that are likely to require part or full contributions to their cost from developers to provide for the access and travel demand of future development include:
- i. **Chesterton Interchange Station**
Identified in the Development Plan as part of development of the Cambridge Northern Fringe (east). The scheme will attract trips to the railway away from Cambridge City centre and provide a realistic rail alternative for trips to north Cambridge employment sites.
 - ii. **Addenbrooke's to M11 link road**
Required to provide access to the Clay Farm and Addenbrooke's developments.
 - iii. **Eastern Cambridge Rapid Transit**
The Cambridgeshire and Peterborough Structure Plan 2003 identifies provision of a rapid transit system as the best way to provide for the public transport needs of development to the east of Cambridge.
 - iv. **Cherry Hinton Access Road**
Required to provide access to the Cambridge Airport and North of Cherry Hinton developments.
- 5.8 This scheme list is not exhaustive; it will evolve as the transport needs of development sites are assessed more fully in concert with the development of new South Cambridgeshire Local Development Framework, Cambridge Replacement Local Plan and the sub-regional Section 106 strategy.
- 5.9 Should development of sites come forward in advance of this work, contributions towards the schemes listed above will be sought directly from developers. Contributions will be sought from large-scale development covered by the Area Transport Plans. These will include, among others, development in the areas shown in Table 8 that are identified in the Cambridgeshire and Peterborough Structure Plan 2003 for development.

Table 8 Sites from which contributions will be sought towards strategic transport schemes

SCATP	NCATP
Cambridge Southern Fringe - Clay Farm - Addenbrooke's - Cambridge Station Area	Cambridge Northern Fringe - Arbury Camp - Chesterton Sidings - Cambridge Sewage Treatment Works
ECATP	WCATP
East Cambridge - Cambridge Airport - North of Cherry Hinton - North of Newmarket Road	West Cambridge

⁵ Reports commissioned by Cambridge City Council and Cambridge Sub-region Infrastructure Partnership to inform the development of planning contributions strategies for development sites in and around Cambridge, including the Southern and Northern fringes, and the Cambridge Station area ('Advice on a planning contributions strategy for the Cambridge Station Area').

6 Application of the Area Transport Plans

- 6.1 A summary of how the City and District Councils will apply the provisions of the Area Transport Plans is as follows:
- i. Developers of sites within a corridor covered by an Area Transport Plan should calculate the total number of daily person trips (in and out, all modes) that will be generated by their developments;
 - ii. The daily trips that a site is generating at the time a planning application is made, or a proportion of the daily person trips that a site has generated in the four years prior to the submission of the planning application⁶ may be subtracted from this figure to give a net increase in trip making;
 - iii. Sites generating 50 or less trips net increase will not be liable for Area Transport Plan contributions. For sites that generate a net increase of more than 50 trips, the all modes net trip generation should be multiplied by the contribution per trip to give gross Area Transport Plan transport contribution;
 - iv. From this figure should be subtracted any transport provision from the list of Area Transport Plan schemes (or other schemes, where this is agreed with the Councils; see paragraph 6.4) which is being directly made by the developer. This leaves the net contribution payable to the relevant planning authority.
- 6.2 Payment towards Area Transport Plans may not be required from development that provides essential public infrastructure that serves the needs of the local community. Further guidance on this can be found in Appendix A.
- 6.3 Notwithstanding the above, all development is required to mitigate its own impact on the transport network, including provision of any necessary infrastructure to facilitate access to the site and maintain transport capacity in the vicinity of the development. This requirement remains in addition to any Area Transport Plan payment.
- 6.4 Development may be able to facilitate or provide transport infrastructure beyond the requirements of paragraph 6.3 that will offer similar or greater benefits to the wider transport network than the schemes in Tables 3, 4, 5 and 6. In this case it may be appropriate to reduce or not require payments towards the SCATP, ECATP, NCATP or WCATP. Any alternative provision must still mitigate the effect of the development and provide sufficient transport capacity to accommodate its travel demand.
- 6.5 Appendix A provides further guidance on the use of the Area Transport Plans, and Appendix C contains a number of worked examples.
- 6.6 The M11 motorway and A14 and A428 trunk roads and their junctions with the local road network form a key part of the transport network of Cambridge and the surrounding area. The Highways Agency is the relevant authority for discussing the impact of development on the motorway and trunk roads, and any necessary improvements that may result. It should not be assumed that the Highways Agency would accept the trip rates contained within this document as the basis of assessment of a development's impact on the capacity of the Motorway and Trunk Road Network.

Payment of obligations under the Area Transport Plans

- 6.7 Payments towards Area Transport Plans will be secured by means of Section 106 agreements under the Town and Country Planning Act (1990) with the relevant Council; the monies gained will be held for up to ten years and refunded if unspent after that time.
- 6.8 Full payment will normally be triggered upon implementation of a development. For larger developments there may be scope to phase payment based on implementation of discreet elements of that development.

⁶ For further guidance on how to assess a sites previous trip generation under the Area Transport Plans, see Appendix A.

Appendix A: Guidance on use of the Area Transport Plans

Demonstration of trip rates

Trip generation for major development proposals will typically be assessed in a Transport Assessment, and agreed with the City / District / County Council as appropriate. For land uses contained within Table 2 of this guidance, the trip rates stated should be used unless there are exceptional reasons for doing otherwise, and agreed with the Council(s).

Demonstration of trip rates can be problematic for land use classes where limited data exists from sources such as the TRICS database. The onus is on the applicant to demonstrate the all modes trip generation of the proposals. However, the City and District Councils' Transport Officers and the County Council's Transport Assessment Team are happy to offer advice on trip rates to be used in these circumstances, both in suggesting appropriate trip rates and advising on trip rate information provided by applicants.

Planning conditions imposed may limit a site's use such that the actual trip generation seen would be demonstrably less than that specified by the trips rates included in the Area Transport Plans. In this case, the use of reduced trip rates may be appropriate. Similarly, the Councils will consider relevant local survey data that will inform the discussion of appropriate trip rates for land use classes where limited information is available.

The trip generation of proposals by all transport modes are considered in the demonstration of a development's obligation under the Area Transport Plans. This includes all trips that will be made to a site by cars or other vehicles, trips on foot, by bicycle or by public transport. Each person movement to or from a site is considered to be a separate trip.

Consideration of a sites current / former trip generation

The trip generation associated with the previous use of a development site can be subtracted from the trips associated with development proposals to demonstrate net trip generation, subject to the following criteria.

- i. If the site is in full use at the time of consideration of the planning application, its current trip generation may be subtracted from the development trips to demonstrate net trip generation.
- ii. For sites not in full use, a proportion of the highest consistently seen trip generation of a site in the four years prior to submission of the planning application may be subtracted from development trips to demonstrate net trip generation, as detailed in Table A1.

Table A1		Previous use of site
Timescale	Proportion of site's past trips that may be discounted	
< 2 years	100%	
2-3 years	50%	
3-4 years	25%	
> 4 years	0%	

It is not appropriate to factor the current trip generation of a partly occupied site to full occupation when discounting trips from a development's trip generation other than when this is consistent with the criteria noted in point ii and Table A1.

The Councils will not accept the assessed trip generation of an existing planning consent as existing trips on the transport network if development has not been implemented, or has not exerted any demand upon the transport network.

Appendix C includes worked examples of the discounting of existing trips from a development's daily all modes trip generation.

Relocation of use / business within a corridor

The Area Transport Plans relate to the development of sites rather than to the individual users of sites. If the trip generation of an individual site is intensified by development, then that development is liable to contribute towards the Area Transport Plan. No discount can be given for the relocation of a use from one site in a corridor to another, or to a site in another corridor.

Derivation of Area Transport Plan trip rates

The trip rates used in the Area Transport Plans are detailed in Table 2 in the main text. They have been derived from all modes survey data from sites in Cambridge, and from the TRICS (Trip Rate Information Computer System) database version 2004(a).

The paragraphs below highlight land use classes where new rates or amended rates have been introduced since the last revisions of the SCATP, ECATP, NCATP and WCATP. Further detail on the trip rates used in the Area Transport Plans is available on request.

Secondary School (16 years plus)

3.4 trips per student

All modes trip generation derived from consideration of the 6 sites on the TRICS database with all modes data available. Rate of 3.38 daily trips per student, rounded to **3.4** for ease of use.

Hotel

4 trips per room / Demonstrate on a site-by-site basis

Information on the TRICS database indicates the potential for a large variation in the trip rate that might be expected dependent on the exact format of the hotel and the range of additional facilities (i.e. conference rooms, restaurants, fitness suites) that are proposed. The trip rate for a hotel with no additional facilities might be expected to be around **4** trips per room. However, for sites with any additional facilities that will have patronage discreet from the hotel use, trip rates should be demonstrated on a **site-by-site** basis.

Essential public infrastructure that serves the needs of the community

The following land uses are defined as 'Essential public infrastructure that serves the needs of the community' under the Area Transport Plans, and contributions will not be sought from development that falls within them. As discussed in paragraph 5.3, development that falls within these land use classes will still be required to mitigate its own local transport impact, including direct provision of any appropriate transport infrastructure.

- State General Practitioner's Surgery
- State Dentist's surgeries
- Clinical development at state hospitals / health centres
- Community centres (that predominantly cater for the local neighbourhood)
- State Primary schools and State Secondary schools up to 16 years

It is important to note that all development is required to mitigate its impact on the transport network. Meeting the definition of 'essential public infrastructure that serves the needs of the community' in the Area Transport Plans does not negate this point, and works in the vicinity of the site to maintain transport capacity and / or to facilitate safe and appropriate access may still be required.

Uses not considered 'Essential public infrastructure...'

In discussions with applicants on past planning applications, the case has been made for inclusion of other land use classes as 'essential public infrastructure'. The Councils accept there may be particular land uses not covered by the above list that meet the 'essential' and 'local' criteria in terms of their transport impact within a corridor.

However, the following land uses **are not** considered 'essential public infrastructure' within the meaning of the term as used in the Area Transport Plans, and development in these land use classes is subject to the provisions of the SCATP, ECATP, NCATP or WCATP.

- University / college development
- Student residential
- Affordable housing
- Sheltered housing
- Places of worship
- Private hospitals and clinics

Planning consent for temporary use of a site

Planning applications for the temporary use of sites will typically be assessed as liable to make Area Transport Plan payments, although due consideration will be given to the specific proposals in each case, and any conditions that limit the use in time or scope. Normal consideration of a site's previous

use will be made. Any Area Transport Plan payment made by the temporary use would be deducted from any future liability to make Area Transport Plan payments associated with a permanent use of the same site.

Threshold over which contributions will be sought

The Area Transport Plans require payments from development proposals that generate a net increase in daily all modes trips greater than 50. For any site that exceeds this threshold, the contribution is based on the total net increase in all modes trips including the first 50 trips.

Changes made in this review of the Area Transport Plans

Adoption of the Area Transport Plans

Following this second review, South Cambridgeshire District Council has adopted the SCATP and ECATP for the first time.

Area covered by the plans

As noted above, the SCATP and ECATP now incorporate parishes in South Cambridgeshire. Slight amendments have also been made to the boundaries of the NCATP and WCATP. The areas covered by each plan are shown in the maps at the end of this document, and described in Chapter 4 of the main text. Following the amendments noted the boundaries of all four Area Transport Plans now include the inner ring of necklace villages around Cambridge. These villages are all within easy cycling distance of the city centre and employment sites in the respective corridors.

Development allocations in the South Cambridgeshire parishes now covered by the SCATP and ECATP have been added to these plans, and proposals in the Cambridge Station Area development brief have been added to the SCATP. Additional trips from these proposals have been added to the trip generation of sites within the relevant corridors.

Schemes

The cost of the Real Time Bus Information has been split between technology (on buses, at stops and base stations), and associated infrastructure (physical improvements at bus stops, improved timetable information at stops without RTBI equipment). The split of costs for RTBI between the Area Transport Plans has been adjusted based on the number of bus stops / services in each corridor.

The 'Cycle / pedestrian provision on the Old Bedford line' scheme has been removed from the SCATP, as it will be provided as part of the Cambridgeshire Guided Busway major scheme.

The 'Babraham Road P&R to Madingley Road P&R Bus Service via Addenbrooke's Hospital and Brooklands Avenue' scheme has been removed from the SCATP. Contributions towards a revised scheme between Addenbrooke's and Madingley Road P&R have been made by way of direct payments received by the City Council from development in the Southern Corridor.

The remaining 'Bus service' schemes in all 4 plans have been revised to take account of changes to the "Citi" network since the last review of the plans.

Scheme costs have been reviewed, and a number of additional schemes have been added to the SCATP and ECATP to provide for trips by alternative modes in the new areas covered by the plans, and to cater for the additional trips in the Cambridge Station area.

An additional scheme has been added to the WCATP to provide additional bus priority measures on the A428 corridor between St Neots, Cambourne and Cambridge.

A scheme to provide funding for improvements to bus facilities in the Drummer Street area has been added to all four plans, and will also benefit from Local Transport Plan funding.

Further detail on Area Transport Plan Schemes can be found in Appendix B.

Trip Rates

The trip rates for land uses included in the Area Transport Plans (see Table 2) have been reviewed. Further details on the limited changes made can be found above.

Future review of the Area Transport Plans

Table A3 details the development and review of the Area Transport Plans.

Table A3 Adoption and review of the Area Transport Plans			
Plan	Cambridge City Council		South Cambridgeshire District Council
SCATP	Adopted 10 January 2000	1 st review adopted 9 July 2002	SCATP and ECATP proposed to be first adopted by SCDC on 14 April 2005
ECATP	Adopted 6 November 2000	2 nd review proposed to be adopted 22 March 2005	
NCATP	Adopted 18 March 2003		NCATP and WCATP adopted 24 April 2003
WCATP	1 st review proposed to be adopted 22 March 2005		

As part of this review of the Area Transport Plans, the Councils have brought the four plans together in a single document. In future, all four plans will be reviewed concurrently. This will enable consistency between the guidance contained in all four plans to be maintained.

Further advice

For further advice on the use of the Area Transport Plans, please contact:

- Cambridge City Council 01223 457272
- South Cambridgeshire District Council 0845 450500
- Cambridgeshire County Council 01223 718390

The Area Transport Plans can also be viewed on the websites of Cambridge City Council and South Cambridgeshire District Council. Web links to the Area Transport Plans, and to the documents that set out their policy basis can be found in Table A4.

Table A4 Useful web links
SCATP, ECATP, NCATP and WCATP
http://www.cambridge.gov.uk/ccm/navigation/environment/planning/development-planning/planning-guidance/
Cambridge Local Plan
http://www.cambridge.gov.uk/ccm/navigation/environment/planning/cambridge-local-plan/
South Cambridgeshire Local Plan
www.scambs.gov.uk/scambs/council.nsf/pages/LP2004.html
Cambridgeshire and Peterborough Structure Plan
http://www3.cambridgeshire.gov.uk/environment/planning/policies/structure+plan.htm
Cambridgeshire Local Transport Plan
http://www3.cambridgeshire.gov.uk/transport/strategies/local/
Planning Policy Guidance 13: Transport / Circular 1/97: Planning Obligations
www.odpm.gov.uk

Appendix B: Area Transport Plan schemes

This appendix details the schemes included in the SCATP, ECATP, NCATP and WCATP, the anticipated benefit of these schemes and progress that has been made to date on their implementation. It also summarises the derivation of contribution per trip in each corridor, based on the methodology set out in this document.

Table B1 lists the schemes included in the Area Transport Plans, with a brief description, and an assessment of the benefits of each scheme. In Table B1 'Deliverability' provides an assessment of the potential for early delivery of a scheme, mindful of factors including LTP priority, links to development sites, integration with other schemes and services, cost, and any physical / procedural constraints that may effect the implementation programme.

Derivation of contribution per trip

SCATP

Total cost of SCATP schemes (from Table B1)	£10,602,500
Contributions paid, committed or agreed	£3,648,192
Outstanding amount required to fund SCATP schemes	£6,954,308
SCATP Local Plan Allocation all mode trip generation	29,095
Trip generation of permitted developments in SCATP area	11,031
Outstanding SCATP trip generation	18,064
Contribution / trip	= £385
= Outstanding cost of schemes / outstanding trip generation	
= £6,954,308 / 18,064	

ECATP

Total cost of ECATP schemes (from Table B1)	£6,775,000
Contributions paid, committed or agreed	£1,606,658
Outstanding amount required to fund ECATP schemes	£5,168,342
ECATP Local Plan Allocation all mode trip generation	23,486
Trip generation of permitted developments in ECATP area	8,377
Outstanding ECATP trip generation	15,109
Contribution / trip	= £342
= Outstanding cost of schemes / outstanding trip generation	
= £5,168,342 / 15,109	

NCATP

Total cost of NCATP schemes (from Table B1)	£8,052,500
Contributions paid, committed or agreed	£4,732,380
Outstanding amount required to fund NCATP schemes	£3,320,120
NCATP Local Plan Allocation all mode trip generation	21,100
Trip generation of permitted developments in NCATP area	12,910
Outstanding NCATP trip generation	8,190
Contribution / trip	= £405
= Outstanding cost of schemes / outstanding trip generation	
= £3,320,120 / 8,190	

WCATP

Total cost of WCATP schemes (from Table B1)	£5,075,000
Contributions paid, committed or agreed	£58,140
Outstanding amount required to fund WCATP schemes	£5,016,860
WCATP Local Plan Allocation all mode trip generation	25,000
Trip generation of permitted developments in WCATP area	340
Outstanding WCATP trip generation	24,660
Contribution / trip	= £203
= Outstanding cost of schemes / outstanding trip generation	
= £5,016,860 / 24,660	

Area Transport Plan Schemes

Table B1		Area Transport Plan Schemes							
Scheme	Description / Notes	Deliver-ability	Scheme Cost (£000s)					Additional funds from?	
			Total	SCATP	ECATP	NCATP	WCATP		
Park and Ride									
Anticipated Benefits	Less non-essential traffic travelling into Cambridge. Increased patronage of Park and Ride bus services.								
Babraham Road P&R expansion.	Extension completed April 2002. Access improvements not yet programmed.	High	1,000	750	-	-	-	LTP	
Newmarket Road P&R expansion.		Scheme completed	950	-	710	-	-	LTP, Marshalls	
Bus Service Improvements									
Anticipated Benefits	Reduce congestion on corridors into Cambridge. Increased patronage of bus services. Bus more reliable choice for Cambridge residents and workers.								
Cambridge – Trumpington - Sawston corridor improvements.	Scheme to increase frequency between Trumpington Park and Ride and Addenbrooke's (Linked to CR-UK development). Also, improvements to frequency of services on the Cambridge – Sawston corridor	Programmed 2004/05/06	400	250	-	-	-		
Royston - Cambridge bus service improvements.	Increased frequency of services on the Cambridge to Royston corridor.	Medium	450	400	-	-	-		
Improved links to Newmarket Rd and Coldhams Lane.	Linking Fen Estate and Coral Park. General improvement to services including vehicle type.	Medium	300	-	200	-	-		
East Cambridge bus service improvements	Increased frequency of service in the east of the City (Teversham)	High	475	-	475	-	-		
Citi 1, Citi 4 and Citi 7 bus service improvements.	High frequency services extended to Arbury Camp via Histon Road.	High	1,400	-	-	1,400	-		
Cottenham / Science Park / City Centre bus service.	General service enhancements on Cottenham to City Centre bus service via Science Park and Chesterton.	High	750	-	-	750	-		
St Neots corridor bus service improvements	Increased frequency of services between Cambridge, Cambourne and St Neots.	Medium	1,150	-	-	-	1,100	Direct developer funding	
Real Time Bus Information (RTBI)									
Anticipated Benefits	Provide reliable bus service information at roadside. In concert other measures, increase bus patronage. Provide a more pleasant environment and opportunity more efficient boarding / alighting at bus stops within the Southern corridor.								
Real Time Bus Information (RTBI).	Scheme cost split between technology and engineering works since last revision of the Area Transport Plans, as noted in Appendix A.	Programmed 2004/05	1,100	250	150	185	115	LTP	
RTBI Bus stop works.		Medium	1,800	650	380	470	300		

Scheme	Description / Notes	Deliver-ability	Scheme Cost (£000s)					Additional funds from?
			Total	SCATP	ECATP	NCATP	WCATP	
Bus Priority measures								
Anticipated Benefits	Improved reliability of bus services (including Park & Ride) into and around Cambridge, and improved interchange facilities in City Centre and Cambridge Station. Patronage increases on bus services.							
Emmanuel Street / Drummer Street bus priority	New scheme in this revision of the Area Transport Plans.	Programmed 2005/06	1,000	125	125	125	125	LTP
Cambridge Station Bus Interchanges	Scheme includes highway works, shelters and RTBI infrastructure. New scheme in this revision of the Area Transport Plans.	Medium	800	350	150	150	150	-
Bus priority in Trumpington Road		Scheme completed	4,000	1,000	-	-	-	LTP, developer funding
Bus priority in Hills Road.		Programmed 2004/05	1,000	500	-	-	-	LTP
Improvements to Hills Road bridge.	2 yrs notice needed for railway possession.	Low	3,500	3,500	-	-	-	-
Bus Priority in Newmarket Road.		High	1,400	-	1,000	-	-	LTP
Bus Priority measures – Histon village		Medium	500	-	-	500	-	
Bus Priority measures – Milton village		Medium	300	-	-	300	-	
Bus Priority Measures – Milton Road	Contribution towards bus priority measures between Ascham Road and level crossing. New scheme in this revision of the Area Transport Plans.	Medium	1,650			600		LTP
Bus Priority Measures – Histon Road	Contribution towards bus priority measures between Blackhall Road and Kings Hedges Road. New scheme in this revision of the Area Transport Plans.	Medium	730			250		LTP
Bus Priority – St Neots Road / Madingley Road		Medium	2,100	-	-	-	1,000	
A428 Corridor bus improvements	New scheme in this revision of the Area Transport Plans.	Medium	3,510	-	-	-	500	LTP, developer funding
Core Traffic Scheme								
Anticipated Benefits	Removes non-essential traffic from City Centre. Improves environment for pedestrians and cyclists. Reduces delays to buses in City Centre. Schemes cater for additional movements by all modes, as part of integrated package of measures with bus priority, park and ride, bus service and pedestrian / cycle improvements.							
Radial route signage.	Linked to Core Scheme Phase 3.	Medium	1,500	200	200	150	150	LTP
Extension of the Core Traffic Scheme.	Phase 3 - Silver Street. Phase 4 - St Andrews Street / Regent Street	High		500	-	-	-	LTP, developer funding

Scheme	Description / Notes	Deliver-ability	Scheme Cost (£000s)					Additional funds from?
			Total	SCATP	ECATP	NCATP	WCATP	
Inner Ring Road improvements (Gonville Place).	Capacity improvements & improved public transport, pedestrian & cycle facilities.	High		100	-	-	-	LTP
Inner Ring Road improvements (East Rd).	Capacity improvements & improved public transport, pedestrian & cycle facilities.	Medium		-	150	-	-	LTP
Pedestrian / Cycle improvements								
Anticipated Benefits	These routes and facilities form links in the comprehensive network of pedestrian and cycle routes for Cambridge and the necklace villages envisaged in the LTP. They will help maintain and build upon the high cycle modal share that is seen in Cambridge and provide for the new pedestrian and cycle trips associated with development.							
Upgrade existing cycle and pedestrian links in corridors	Contributions to be utilised improving existing links within the corridors to improve the accessibility of development sites.	High	1,600+	400	300	300	400	LTP, developer funding, City Council
Shelfords to City cycle route.	Part of Sustrans route.	£50,000 allocated in 2004/05	1,000	700	-	-	-	LTP, developer funding
Whittlesford – Sawston cycle route.	Continuation of Shelfords to City cycle route. New scheme in this revision of the Area Transport Plans.	Medium	175	175	-	-	-	
Coe Fen – Sheeps Green Bridge.	New bridge to provide disabled and cycle access. New scheme in this revision of the Area Transport Plans.	Medium	500	250	-	-	-	City Council, LTP
Robinson Way – Babraham Road cycle route.	New scheme in this revision of the Area Transport Plans.	Medium	50	50	-	-	-	
Long Road cycle facilities.	Improvements to shared use path. New scheme in this revision of the Area Transport Plans.	Medium	162.5	162.5	-	-	-	
Trumpington Road – Mill Lane via Coe Fen cycle route	Route via Coe Fen from Brooklands Avenue to Mill Lane / Silver Street. New scheme in this revision of the Area Transport Plans.	Medium	175	75	-	-	-	
Enhanced pedestrian facilities, Station Road / Hills Road junction	Scheme necessitates relocating the war memorial. New scheme in this revision of the Area Transport Plans.	Medium	140	140	-	-	-	
Ramp to Carter cycle bridge	Ramp south towards Cambridge Station. New scheme in this revision of the Area Transport Plans.	Medium	150	75	75	-	-	
Newmarket Road cycle improvements.		Scheme completed	270	-	200	-	-	
Riverside cycle bridge.	Scheme programmed for 2005/06	Medium	1,900	-	1,300	-	-	
Railway cycle route	North / south cycle route along line of railway.	Low	270	-	200	-	-	
Off-road cycle links to Cherry Hinton.		Medium	270	-	200	-	-	
Jubilee cycle route	Part of Sustrans route.	Scheme	500	-	300	-	-	

Scheme	Description / Notes	Deliver-ability	Scheme Cost (£000s)					Additional funds from?
			Total	SCATP	ECATP	NCATP	WCATP	
		completed						
Lode – Stow-cum-Quy cycle route.	Part of Sustrans route. New scheme in this revision of the Area Transport Plans.	Scheme completed	300	-	150	-	-	
Milton Cycle Bridge link to Milton Road.		Scheme completed	150	-	-	150	-	
Pedestrian / cycle improvements, Histon Interchange		Medium	50	-	-	50	-	
Pedestrian / Cycle crossing of railway, Chesterton Sidings		Low	1,200	-	-	1,200	-	
Gilbert Road - traffic calming / cycle improvements		Scheme completed	180	-	-	180	-	
Kings Hedges Road – Riverside cycle route	Link from Cambridge Northern Fringe towards East Cambridge.	High	520	-	-	520	-	
Arbury Road - Mere Way Toucan Crossing		Medium	60	-	-	60	-	
Cambridge western orbital cycle route	Northeast to southwest of city via northern fringe and west Cambridge. NCATP funds toward section between Histon Rd and Huntingdon Rd. WCATP funds toward section between Huntingdon Rd and Barton Rd.	Medium	2,737.5	-	-	412.5	755	-
Madingley Road cycle route improvements		Medium	200	-	-	-	200	
Widening / Lighting – Coton Footpath		Medium	280	-	-	-	280	
Traffic Calming								
Anticipated Benefits	These schemes provide an improved environment for pedestrians and cyclists and discourage non-essential traffic from using these routes inappropriately.							
Tenison Road / St Barnabas Road / Devonshire Road	New scheme in this revision of the Area Transport Plans.	Medium	300	75	225	-	-	
Chesterton High Street		Medium	400	-	200	-	-	LTP, developer
Cromwell Road		Scheme completed	115	-	85	-	-	
Mere Way / Carlton Way / Stretten Avenue	Mere Way / Carlton Way traffic calming measures, improvements to Stretten Avenue traffic calming	Carlton Way programmed 2004/05	300	-	-	300	-	
Total (All Pages)				10,602.5	6,775	8,052.5	5,075	

Appendix C Worked examples

The following examples show two relatively simple cases of the application of the Area Transport Plan methodology. Two further examples demonstrate how existing trips to a site that has been running down in preparation for development might be assessed.

For notes on the methodology used to calculate SCATP, ECATP, NCATP and WCATP contributions, see Chapter 6 and Appendix A.

1) 600m² Gross Floor Area (GFA) office development on previously vacant site in WCATP area.

Trip rates (see Table 4 and Appendix A)

B1 Office trip rate: 24 trips per 100m² GFA (all modes)

Trip generation

Total number of trips = 24 trips x 600m² / 100m² = 144 trips (all modes)

Existing trips

Site was previously vacant = 0 trips

WCATP contribution (£203 / trip) = £203 x 144 = £29,232

2) 53 residential units (houses or flats) on land previously occupied by small-scale commercial premises in NCATP area.

Trip rates (see Table 4 and Appendix A)

Residential trip rate: 8.5 trips per unit per day (all modes)

Trip generation

Residential trips = 8.5 trips x 53 units = 451 trips (all modes)

Existing Trips

All modes survey carried out at site entrance shows that around 423 trips were made to the site daily three months prior to submission of the planning application.

Net trip generation = 451 – 423 = 28 trips (all modes)

(net trip generation of proposals falls below the 50 trip threshold over which contributions are sought)

NCATP contribution = £0

3) 60 bed hotel with no ancillary uses on land occupied by vacant office building (850m² GFA) in SCATP area.

Trip rates (see Table 4 and Appendix A)

Hotel trip rate: 4 trips per room (agreed as appropriate given there are no additional trip generators present in proposals).

Trip generation

Hotel trips = 4 trips x 60 rooms = 240 trips (all modes)

Existing Trips

No survey data available. The office was fully occupied 2½ years ago. The Area Transport Plan office trip rate is 24 trips / 100m² GFA. Using this rate, 204 trips (24 x 850m²/100m²) are assessed as being generated when the site was last occupied. As this was 2½ years ago, 50% of these trips may be discounted from the development proposals trip generation (see Table A1, Appendix A). The existing trip generation is therefore 102 trips.

Net trip generation = 240 – 102 = 138 trips (all modes)

SCATP contribution (£385 / trip) = £385 x 138 = £53,130

4) 2,500m² Gross Floor Area (GFA) office development, 30 residential units and 1,300 m² GFA food retail store on site currently used for industrial purposes (B2 / B8 land use classes) in ECATP area.

Trip rates (see Table 4 and Appendix A)

B1 Office trip rate: 24 trips per 100m² GFA (all modes)

Residential trip rate: 8.5 trips per unit per day (all modes)

Food retail trip rate: 260 trips / 100m² GFA (all modes)

Agreed with applicant in pre-application discussions as trip rate for food retail land use class not included in ECATP.

Trip generation

B1 Office trips	= 24 trips x 2,500m ² / 100m ²	= 600 trips (all modes)
Residential trips	= 8.5 trips x 30 units	= 255 trips (all modes)
Retail trips	= 260 trips x 1,300m ² / 100m ²	= 3,380 trips (all modes)
Total trips	=	4,235 trips (all modes)

Existing trips

All modes surveys carried out at site entrances shows that around 480 trips were made to the site daily six months prior to the submission of the planning application.

At the time of the surveys, only 20% of the site was occupied. Information supporting the planning application indicates that the site was fully utilised 3½ years ago, and has been running down ever since. Between 2 and 3 years ago, the site was typically 80% occupied. Travel survey data for the sites previous use indicates there is an approximately linear relationship between the occupancy of the site and the level of trip generation.

From Table A1 in Appendix A, it can be seen that there are three options for existing trip generation. The highest level of existing trips demonstrated in these three options may be discounted from the trip generation of the development proposals.

- Option 1: = 100% of daily trip generation seen within past 2 years.
= 100% x 480
= 480 trips
- Option 2 = 50% of daily trip generation between 2 and 3 years prior to submission of planning application
= 50% of 480 x (80 / 20)
= 50% x 1920
= 960 trips
- Option 3 = 25% of daily trip generation between 3 and 4 years prior to submission of planning application
= 25% of 480 x (100 / 20)
= 25% x 2,400
= 600 trips

As option 2 generates most trips, it should be used to demonstrate the maximum allowable existing trip generation of the proposals.

Net trip generation	= 4,235 – 960	=	3,275 trips (all modes)
ECATP contribution (£342 / trip)	= £342 x 3,275	=	£1,120,050

Map 2 The Southern Corridor

This map has been removed in order to keep the file size as small as possible. If you would like either an electronic or hard copy of the map, please email Sarah Collins at sarah.Collins@cambridgeshire.gov.uk

Map 3 The Eastern Corridor

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Map 4 The Northern Corridor

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Map 5 The Western Corridor

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